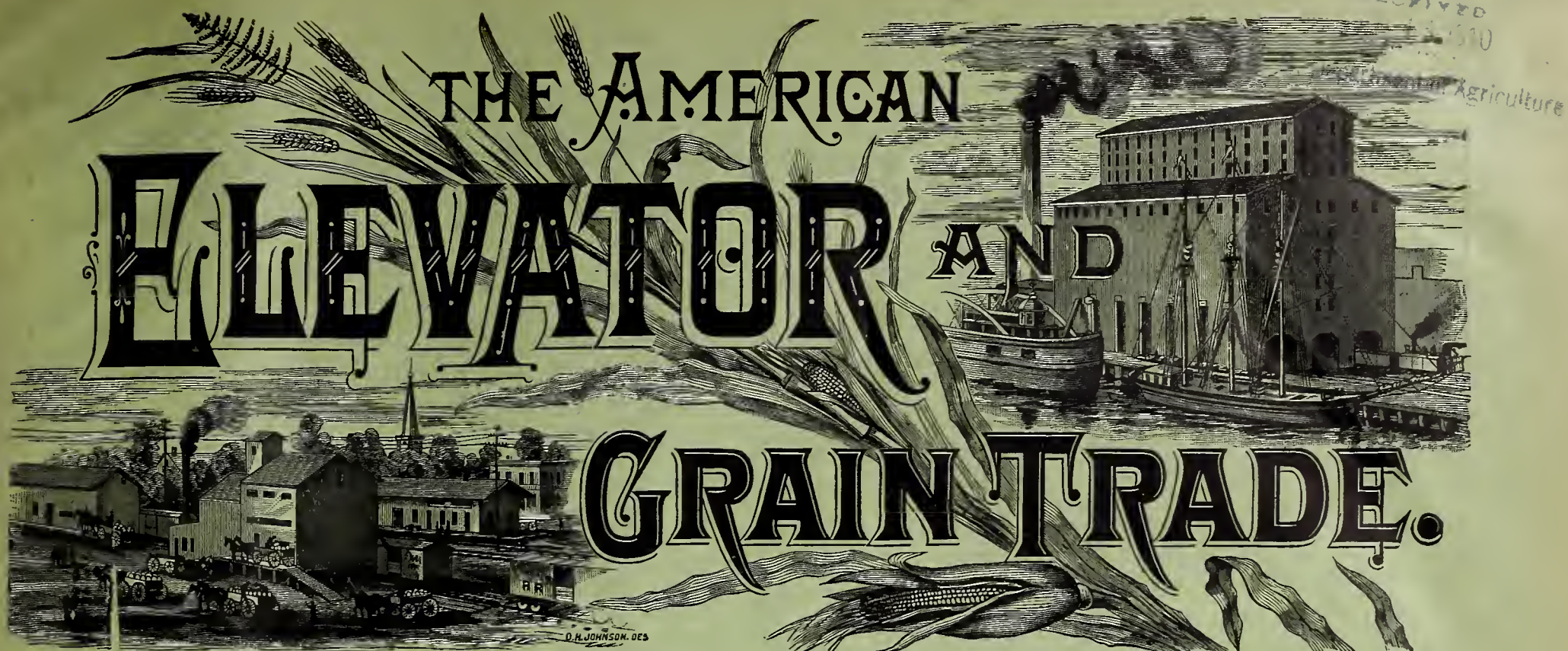


Historic, Archive Document

Do not assume content reflects current scientific knowledge, policies, or practices.



Entered as second-class matter June 26, 1885, at the Post Office at Chicago, Illinois, under Act of March 3rd, 1879.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY MITCHELL BROS. & CO. } VOL XXVIII. CHICAGO, ILLINOIS, FEBRUARY 15, 1910. No. 8. } ONE DOLLAR PER ANNUM. SINGLE COPIES, TEN CENTS.

Did You Notice

in the December edition of this publication that all of the Transmission Machinery and Belt Conveyors in the big Washburn-Crosby Elevator at Buffalo (built by Jas. Stewart & Co.) was furnished by us? This is but one of a great many.

STEPHENS-ADAMSON MFG. CO.

Manufacturers of Conveying and Transmission Machinery

MAIN OFFICE AND WORKS, AURORA, ILL.

NEW YORK OFFICE—50 Church St.

CHICAGO OFFICE—First National Bank Bldg.

We have several carloads of good American Grown

Regenerated Swedish Select Oats

(1909 Stock)

QUOTATIONS UPON REQUEST

Garton-Cooper Seed Co., 64 W. Illinois St. CHICAGO

SKILLIN & RICHARDS MFG. CO., Chicago



Mr. Elevator Man:—Is your elevator equipped with SALEM BUCKETS? If not, we would suggest that you buy them when again renewing your buckets. The SALEM BUCKET carries more, discharges better and lasts longer than any other bucket made.

We manufacture the GENUINE SALEM BUCKET, and can fill your order from stock.

WE MAKE EVERYTHING FOR THE GRAIN ELEVATOR
SEND FOR CATALOG

CARGILL ELEVATOR COMPANY SEEDS

Minneapolis,

Minnesota

The Engine for the Grain Elevator

FOOS

Don't Experiment
Get a Certainty

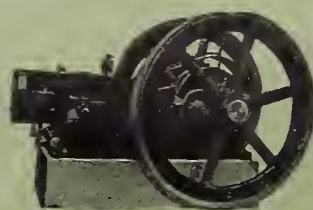
Gas Engine Superiority

IS PROVEN BY A RECORD OF TWENTY-ONE YEARS

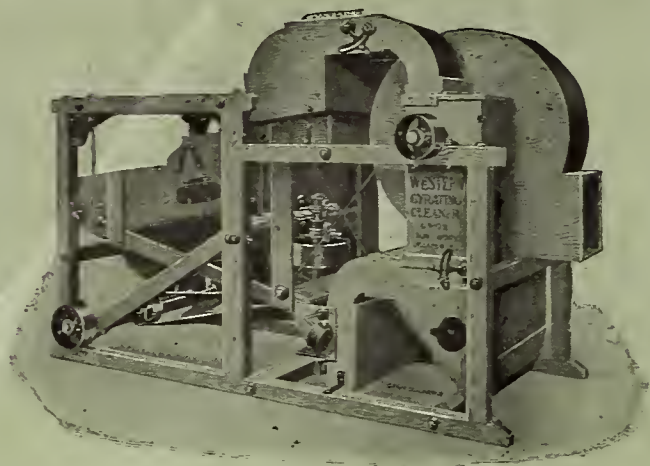
WE ARE THE LARGEST GASOLINE
ENGINE BUILDERS IN THE WORLD

Send for FOOS CATALOGUE No. 39
and READ IT.

FOOS GAS ENGINE COMPANY
SPRINGFIELD, OHIO



YOU ARE THE LOSER



if your grain does not grade as it should.

WE CAN HELP YOU if you will take our advice.

INVESTIGATE YOUR EQUIPMENT; unless your machinery is first-class, you cannot expect to handle your product economically or have it leave your elevator in good condition.

A "WESTERN" Gyrating Cleaner is the machine you need to get the best results. It handles all kinds of grain; requires less floor space than any other cleaner of equal capacity; easy to install; even balance; simple construction; nothing to get out of order.

WRITE TODAY FOR FURTHER PARTICULARS

Union Iron Works Manufacturers of **"Western" Elevator Machinery**
Decatur, Illinois

Elevator Machinery and Supplies

FLOUR AND FEED MILL MACHINERY
STEAM AND GAS ENGINES

Pulleys, Shafting, General Power Transmission Machinery, Roll
Grinding and Corrugating

Largest Factory and Stock in Western Country

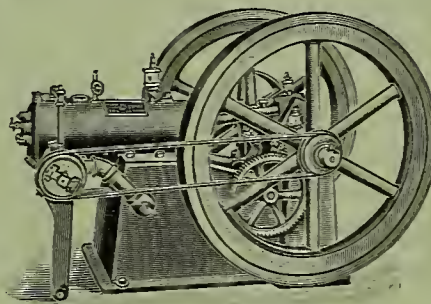
SEND FOR 450-PAGE CATALOG.

GREAT WESTERN MFG. CO.

General Office and Factory
LEAVENWORTH, KAN.

Warehouse and Salesrooms
1221-1223 Union Ave.
KANSAS CITY, MO.

Reliable and Cheap



Power is what you get when you use a

Hagan Gas or Gasoline Engine

Sold under a positive guarantee to give perfect satisfaction. Sizes 2-h. p. to 100-h. p. No packing; no delicate parts.

Send for Catalogue "C."

HAGAN GAS ENGINE & MFG. CO., (Incorporated) Winchester, Ky.

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump-Jacks, Grain Elevator Machinery and Supplies.

Made in Several Sizes, Both Stationary and Portable Styles.



POSITIVELY GUARANTEED to shell either shucked or unshucked corn faster, with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market. Send for Catalogue.

SPEAKS FOR ITSELF

Gainesville, Texas, May 12, 1908.
Marseilles Mfg. Co., Marseilles, Ill.—Gentlemen:—We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; require less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours. KEEL & SON. By J. Z. Keel.

MARSEILLES MANUFACTURING COMPANY, Marseilles Ill

Branch Houses and General Agencies at Principal Distributing Cities.



YOU'LL BE HAPPY
WITH A

"NEW ERA"

Passenger Elevator

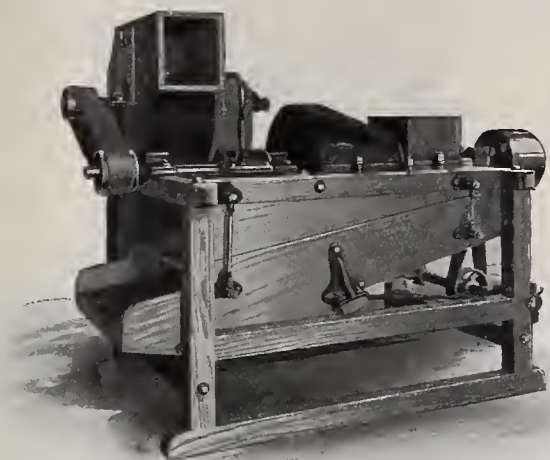
It is the EASIEST RUNNING
SAFEST
BEST

It has many exclusive features
er Write for
information and prices.

Sidney Elevator Mfg. Co.
SIDNEY, OHIO.

Want ads. In this paper bring results.
Rates on application.

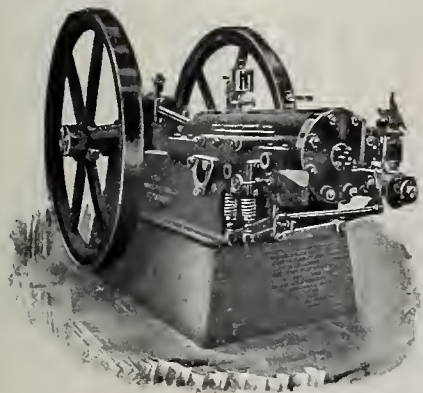
The Ohio Corn Sheller and Cleaner Combined



Made to shell and clean corn perfectly and will do so at rated capacity. Made in all sizes, has adjustable cylinder so that the cylinder of sheller can be adjusted to the condition of the corn while machine is in motion. Fan made to discharge in either direction.

When in the market for **Shellers, Cleaners, Drags, Dumps, Man-lifts, etc.**, write us for catalog and prices.

THE PHILIP SMITH MFG. CO., Sidney, Ohio



*Why does
Gas Power
appeal to the
Grain Trade?*

Because it presents a
**FLEXIBLE, CHEAP and ENTIRELY
SATISFACTORY POWER**

Does a St. Marys furnish your power?

Let us get acquainted, we can furnish you
an engine for any service, 2½ to 480 H. P.

We can interest you with any fuel.

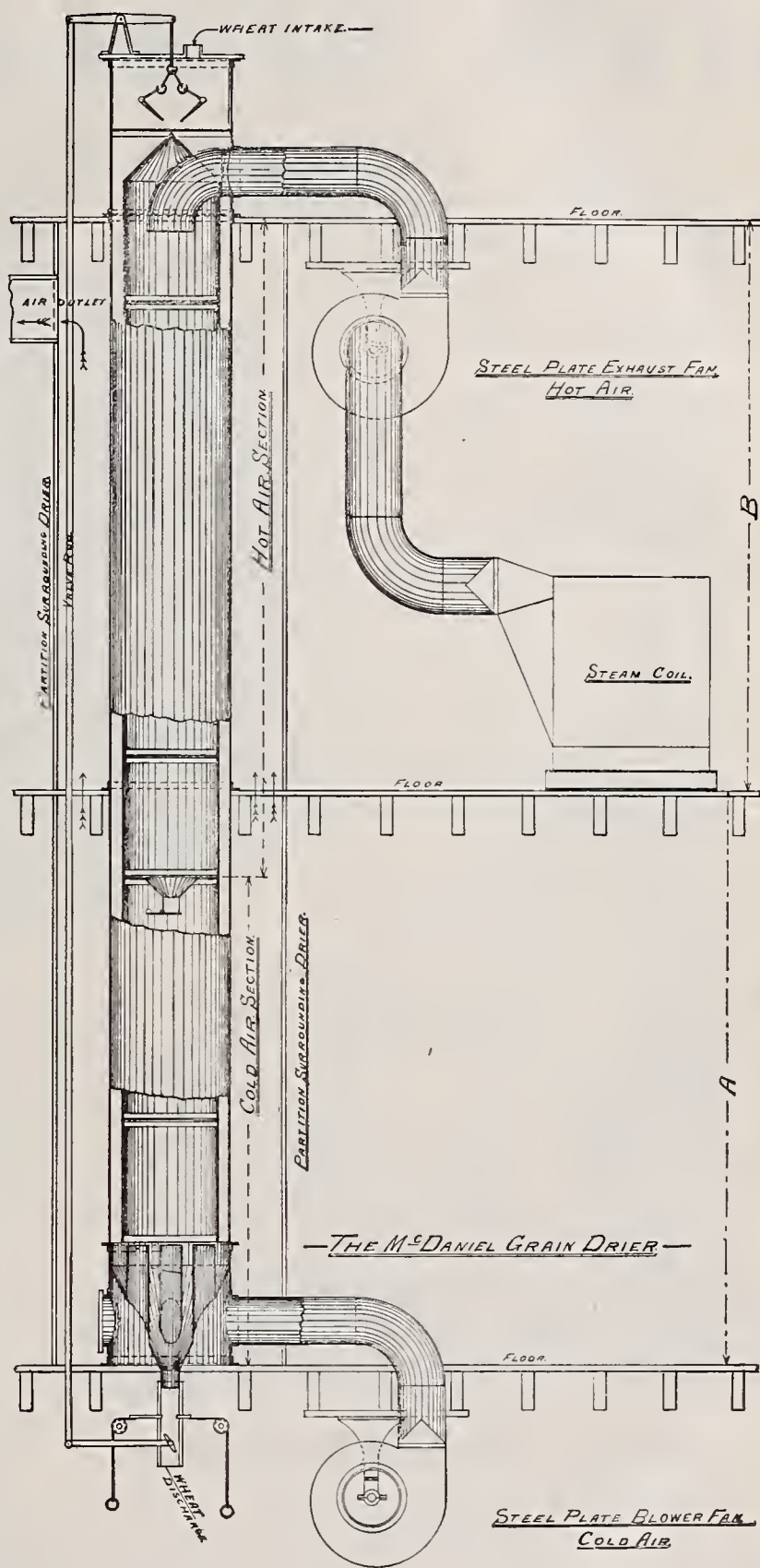
ST. MARYS MACHINE CO.

(ESTABLISHED 1869)

ST. MARYS,

OHIO

McDANIEL GRAIN DRIER



Will remove any percentage of moisture desired.

Hot or cold air or both can be used.

Built for any capacity.

Guaranteed satisfaction.

Hundreds in daily use.

**NIAGARA SEPARATORS AND OAT
CLIPPERS ARE UNSURPASSED**

RICHMOND MFG. CO. LOCKPORT
N. Y.

Established 1863



"EUREKA"



Grain Dryers

Read what a user
says of the
Eureka Dryer

WICHITA, KAN., Sept. 15th.

The S. Howes Company,
Silver Creek, N. Y.

Dear Sirs:

We are pleased to inform you that the Dryer is giving us excellent satisfaction, and is one of the machines that had done more than our expectation, because it has much larger capacity than what we originally bought it for, and this we realize is very seldom the case; ordinarily machines are below the rating of their capacity instead of above.

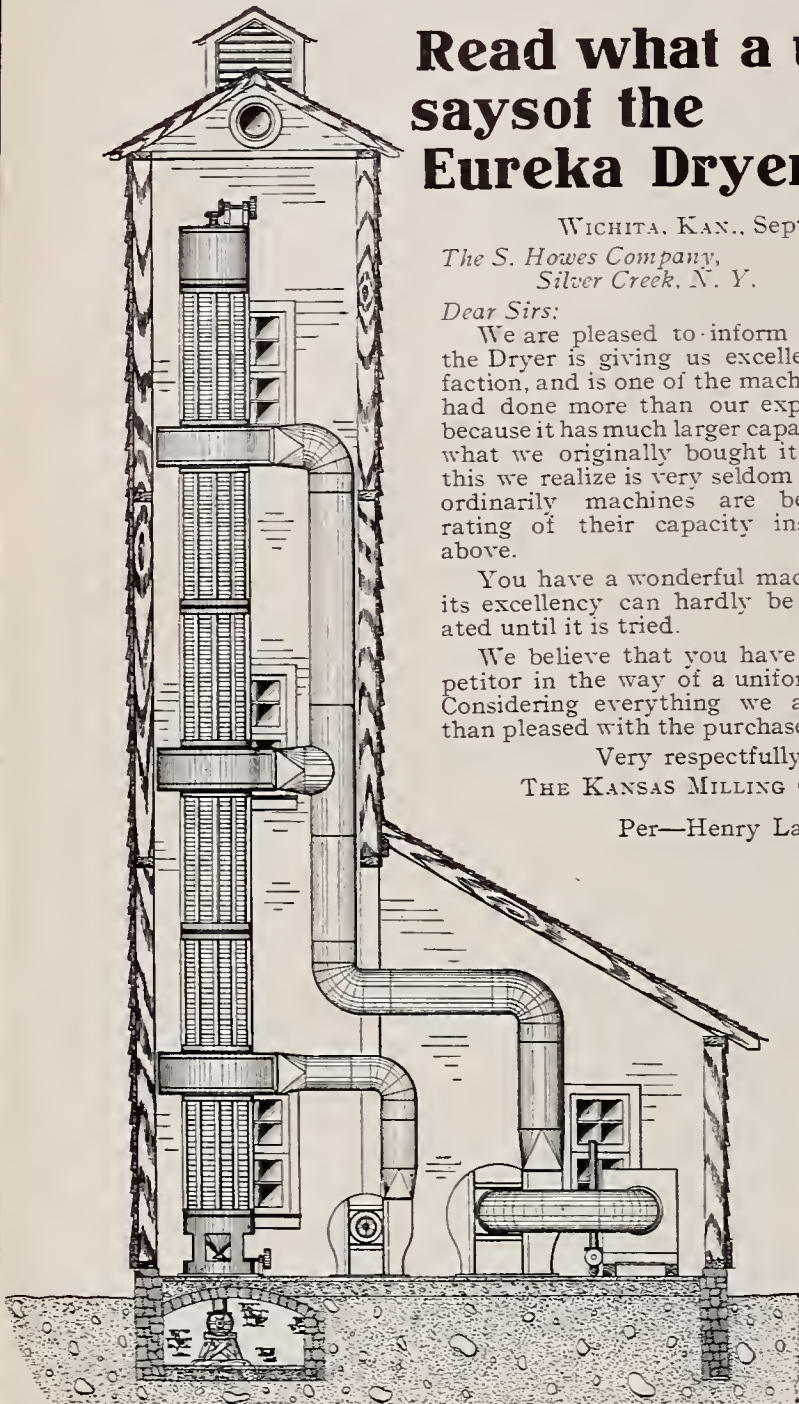
You have a wonderful machine and its excellency can hardly be appreciated until it is tried.

We believe that you have no competitor in the way of a uniform dryer. Considering everything we are more than pleased with the purchase.

Very respectfully,

THE KANSAS MILLING COMPANY

Per—Henry Lassen,
Pres't.



"Eureka" Patented Grain Dryer
Cooler and Conditioner

CAPACITY—1,700 to 2,000 Bushels per day (10 hours)

Complete with Hot and Cold Air Fans, Heater, Steam Trap and Air Piping. Automatic and Continuous in operation as Dryer and Cooler. Total Height, 49 feet.

SOLE MANUFACTURERS

THE S. HOWES COMPANY

Originators of the Highest Grade Grain Cleaning Machinery

"EUREKA WORKS" = SILVER CREEK, N. Y.



REPRESENTATIVES

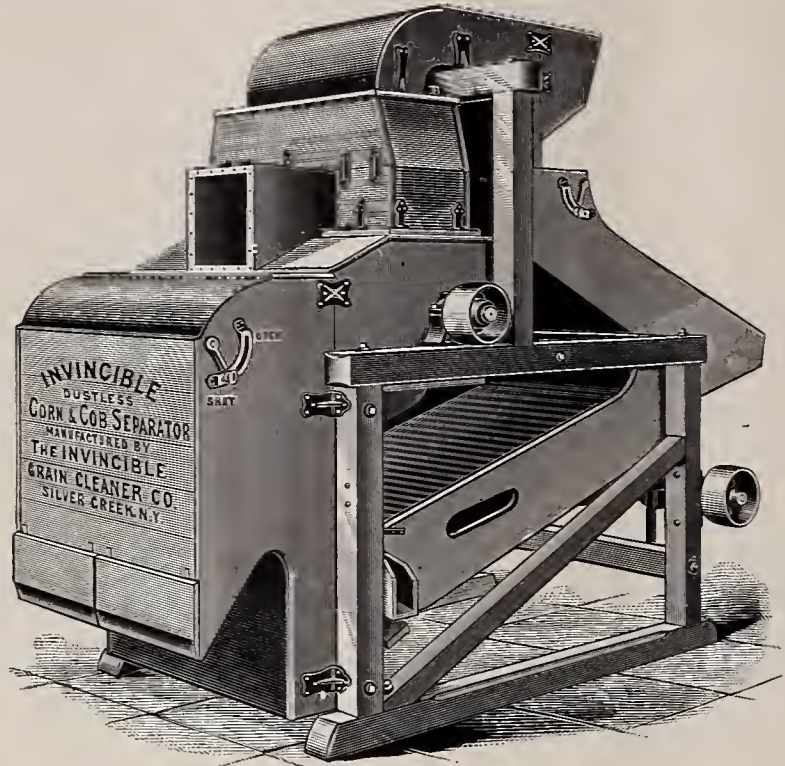
E. A. Pynch, 311 Third Ave. S., Minneapolis, Minn.
J. Q. Smythe, Hotel Savoy, Kansas City, Mo.
E. R. Watson, 223 E. Kentucky St., Louisville, Ky.
Wm. Watson, Box 740, Chicago, Ill.
W. M. Mentz, Green's Hotel, Philadelphia, Pa.



CLEAN YOUR CORN

This Separator takes out cobs, silks and all foreign matter and gives a high grade of corn.

It is the most popular corn and cob separator on the market, the result of its extremely nice work. Order now.



INVINCIBLE GRAIN CLEANER COMPANY
SILVER CREEK, N. Y., U. S. A.

REPRESENTED BY

J. H. Pank, 512 Traders' Bldg., Chicago, Ill.
F. J. Murphy, 225 Exchange Bldg., Kansas City, Mo.
The Strong-Scott Mfg. Co., Minneapolis, Minn.
C. L. Hogle, 526 Board of Trade, Indianapolis, Ind.
Chas. Beatley, Terminal Hotel, St. Louis, Mo.
J. J. Ross Mill Furnishing Co., Portland, Ore.

The NATIONAL



is the Automatic Scale you have been looking for. A scale that will cause you no worry and one that you can **swear by**. A scale that will **accurately** weigh your grain while you do something else. **TO OPERATE:** Turn on the grain and "let 'er go." It is a scale and should be balanced occasionally. Your grain may not be in No. 1 condition and you may elevate very irregular, but you can't fool the NATIONAL.

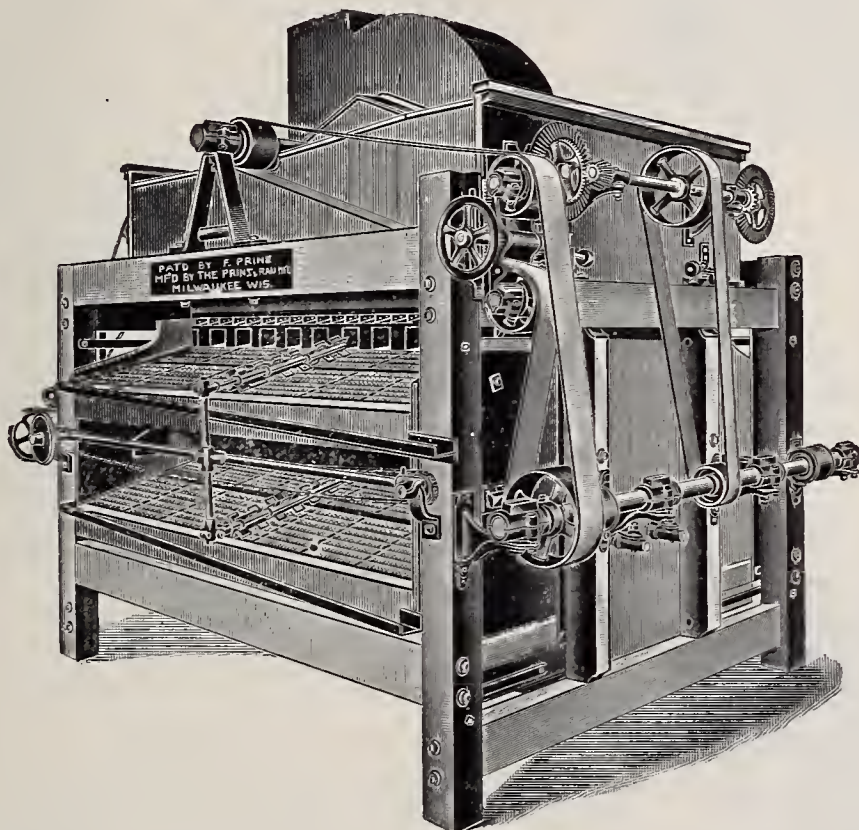
The simplicity of the NATIONAL, together with our long experience in the manufacture of automatic scales, enables us to offer this high-class machine at a surprisingly low figure. It is sold on approval.

ADDRESS

THE NATIONAL
AUTOMATIC SCALE COMPANY
215 E. Douglas St., BLOOMINGTON, ILL.

PRINZ AUTOMATIC SEPARATORS

are Automatic in every sense
of the word



They require no attention to produce perfect separations.

HERE ARE SOME SPECIAL FEATURES:

PATENTED TRAVELING SIEVE CLEANERS, operating on top of the sieves, where they can be most easily controlled.

SEED SIEVES at the head of each and every sieve, removing the small seeds early in the process, and thereby facilitating the removal of the coarser impurities.

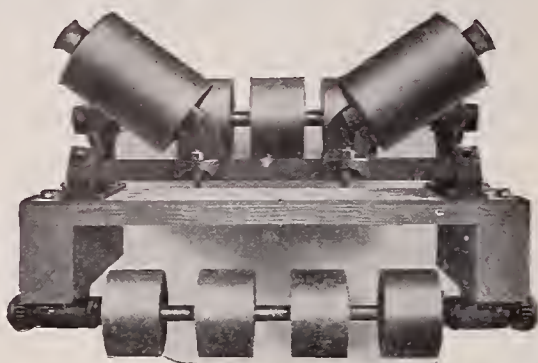
EXCEPTIONALLY LARGE FAN, running at low speed, producing a strong and steady current of air.

Write for Descriptive Circulars

THE PRINZ & RAU MFG. CO.

MILWAUKEE, WIS.

Represented by W. G. Clark, 701 Fisher Bldg., Chicago, Ill.; A. H. Kirk, 1-A Chamber of Commerce, Minneapolis, Minn.; F. E. Lehman, 124 Board of Trade, Kansas City, Mo.; C. H. Near, 757 Ellicott Square, Buffalo, N. Y.; M. D. Beardslee, 106 Piquette Ave., Detroit, Mich.
European Representatives, Ingenieur Bureau, Prins Mauritsplein, La, The Hague, Holland.



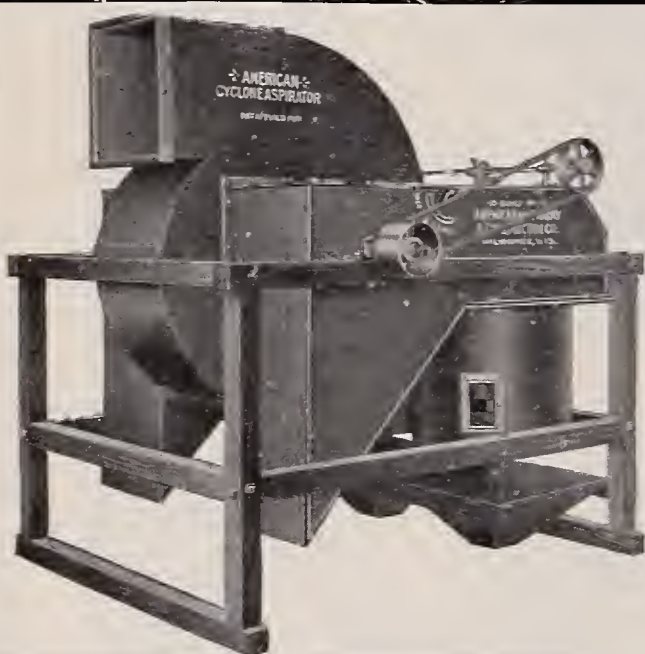
Improved Belt Conveyor

Carries all kinds of grain and mill products in package or bulk. Gradual, uniform curve of belt secured without complicated parts. Bearings thoroughly lubricated and have adjustment for taking up wear. Tripper substantial and reliable. Entire system economical and satisfactory—nothing to get out of order.

We manufacture a complete line of Elevating, Conveying and Power-Transmitting Machinery. Headquarters for supplies. Send for Catalog 34.

H. W. Caldwell & Son Co.
Chicago, Western Ave., 17th-18th Sts.

NEW YORK, Fulton Bldg., Hudson Terminal, 50 Church Street



It Weighs Each and Every Kernel of Grain Individually--separates oats from wheat, barley, rye and corn---extracts all shrunken kernels, chaff, seeds, stems, straw joints, chaff and all other refuse of a lighter specific gravity than the grain to be cleaned.

That is the reason why every grain dealer, miller or maltster who wants his grain absolutely clean needs an **AMERICAN CYCLONE ASPIRATOR**.

We are also the makers of the American Grain Cleaners and Separators.

American Machinery & Construction Co.
MILWAUKEE, WISCONSIN

Why Postpone the Happy Day When Your Troubles of Weights will be Over?

The Richardson 1910 Automatic Grain Scale is guaranteed to weigh within 30 lbs. of any approved Hopper Scale weights at destination if no car leakage occurs.



It will last you a lifetime.

It works accurately when out of level—in head or on working floor.

It is the heaviest built scale made and it has the fewest parts.

It requires no oiling and a minimum of attention.

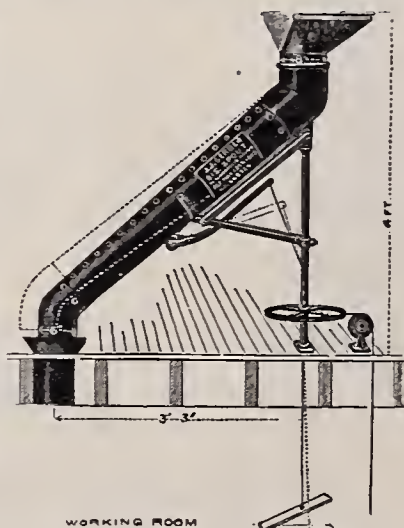
It will weigh corn with cobs, light, trashy oats, with accuracy and up to capacity without a miss.

It is practically fool and accident proof.

It is used by chief line houses in the country.

MORE IN USE THAN ALL OTHER SCALES
RICHARDSON SCALE COMPANY

1-2 Park Row, New York
122 Monroe St., Chicago 415 3rd St. S., Minneapolis



Good Spouts Reasonable Prices

That is what you get when you buy the

Gerber Improved No. 2 Distributing Spout

Will prevent mixing of grain. Can be operated from working floor. I make a specialty of elevator and mill spouting. For particulars write

J. J. Gerber, MINNEAPOLIS MINNESOTA

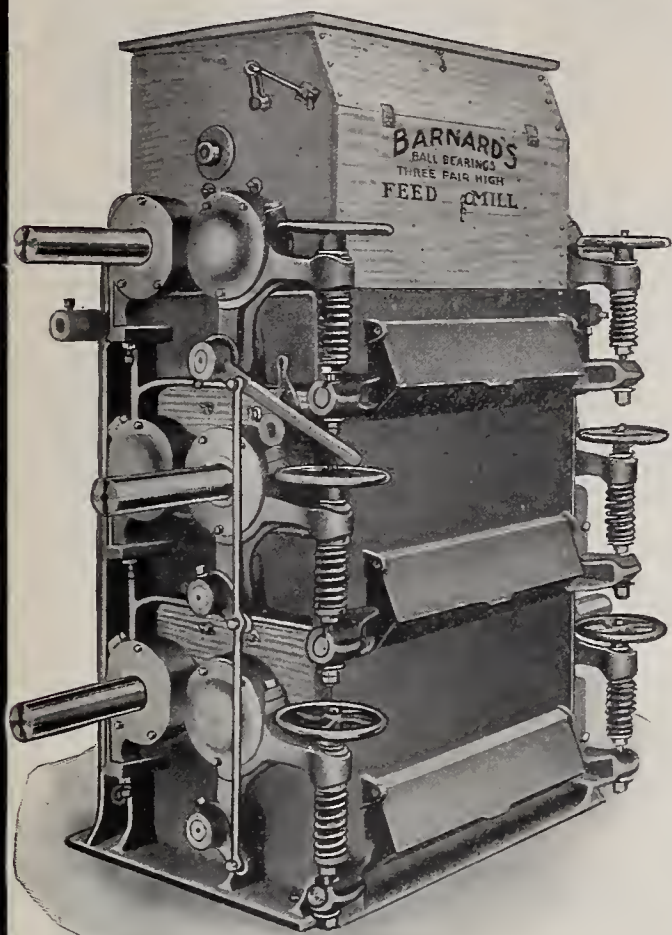
ROBINSON TELEGRAPHIC CIPHER

Revised Edition

Cloth Binding - - - \$1.50
Leather Binding - - - \$2.00

Mitchell Bros. & Co., 315 Dearborn St., Chicago.

BALL BEARINGS SAVE POWER



Barnard's Ball Bearing Three Pair High Feed Mill is now supplied with Ball Bearings, which makes it the lightest running mill of its kind on the market.

- ¶ These bearings save over 50% of the power required to operate it.
- ¶ They also require oiling very seldom, one or two charges a year being all that is required, thus saving oil bills.
- ¶ As the bearings are absolutely tight no oil can leak out on the mill or floor, thus keeping everything about clean and free from oil.
- ¶ The mill is supplied with three pairs of rolls. The advantage of this is that the lower pair of rolls can be drawn apart when grinding coarse corn meal or chop feed, thus preserving their corrugations for use when grinding fine table meal, rye meal, graham flour, barley and other small grains.
- ¶ The adjustments are very simple and efficient and everything about the mill is first-class in every particular.

¶ We also make the *BARNARD THREE ROLLER FEED MILL*, *BARNARD'S TWO ROLL* and *FOUR ROLLER FEED MILL* with ball or standard bearings. ¶ We make *Separators* of all kinds for *Mills* and *Elevators*, *Scourers*, *Aspirators*, *Grain Dryers* of all capacities, and *Cereal Mill Outfits*.

SEND FOR LATEST CATALOGUE

Barnard & Leas Mfg. Co.

Mill Builders and Mill Furnishers

Moline, Illinois

SPECIAL SALES AGENTS

Southwestern Engineering & Appraisal Co., Springfield, Mo.
Willford Mfg. Co., Minneapolis, Minn.
Barnard Mfg. Co., Spokane, Wash.
M. M. Snider, 1533 E. Walnut St., Des Moines, Iowa.
W. S. Brashear, 421 E. Pine St., Springfield, Mo.

Wm. Ebert, 2028 Midland Avenue, Louisville, Ky.
C. B. Donaldson, 568 Oak Street, Columbus, Ohio.
H. J. Creager, P. O. Box 1595, Salt Lake, Utah.
Geo. J. Noth, Tel. Harrison 5597, 1330 Monadnock Block, Chicago.
U. C. Darby, Williamsport, Md.

Corn Shellers and Cleaners

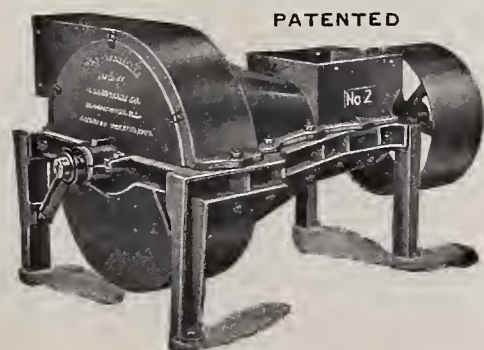
B. S. C. Chain Feeder and Conveyor.

Man-lifts that always please.

All-iron Overhead Dump with Chain Hoist and Roller Bearings making it strongest and easiest.

Elevator Heads and Boots.

Best Wagon Dumps on the market.



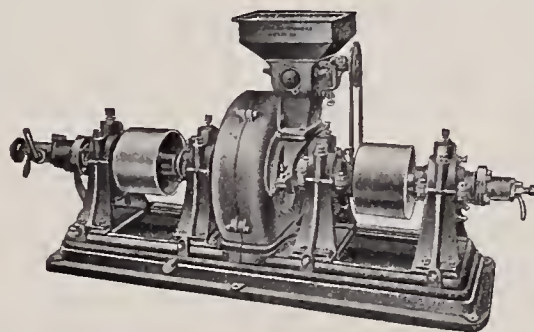
Recent Improvements make the
U. S. CORN SHELLER
the best Fan Discharge Sheller.

Send us your specifications for complete equipments
for our lump price.

B. S. CONSTANT CO., Bloomington, Ill.

Traveling Representative: N. A. GRABILL, Anderson, Ind.

How About a Better Attrition Mill?



Does your present grinding mill use too much power?

Then investigate the

Monarch Attrition Mill

It will enlarge your capacity for grinding and increase the quality.

AND WE BACK IT UP WITH A GUARANTEE
THAT COVERS EVERYTHING.

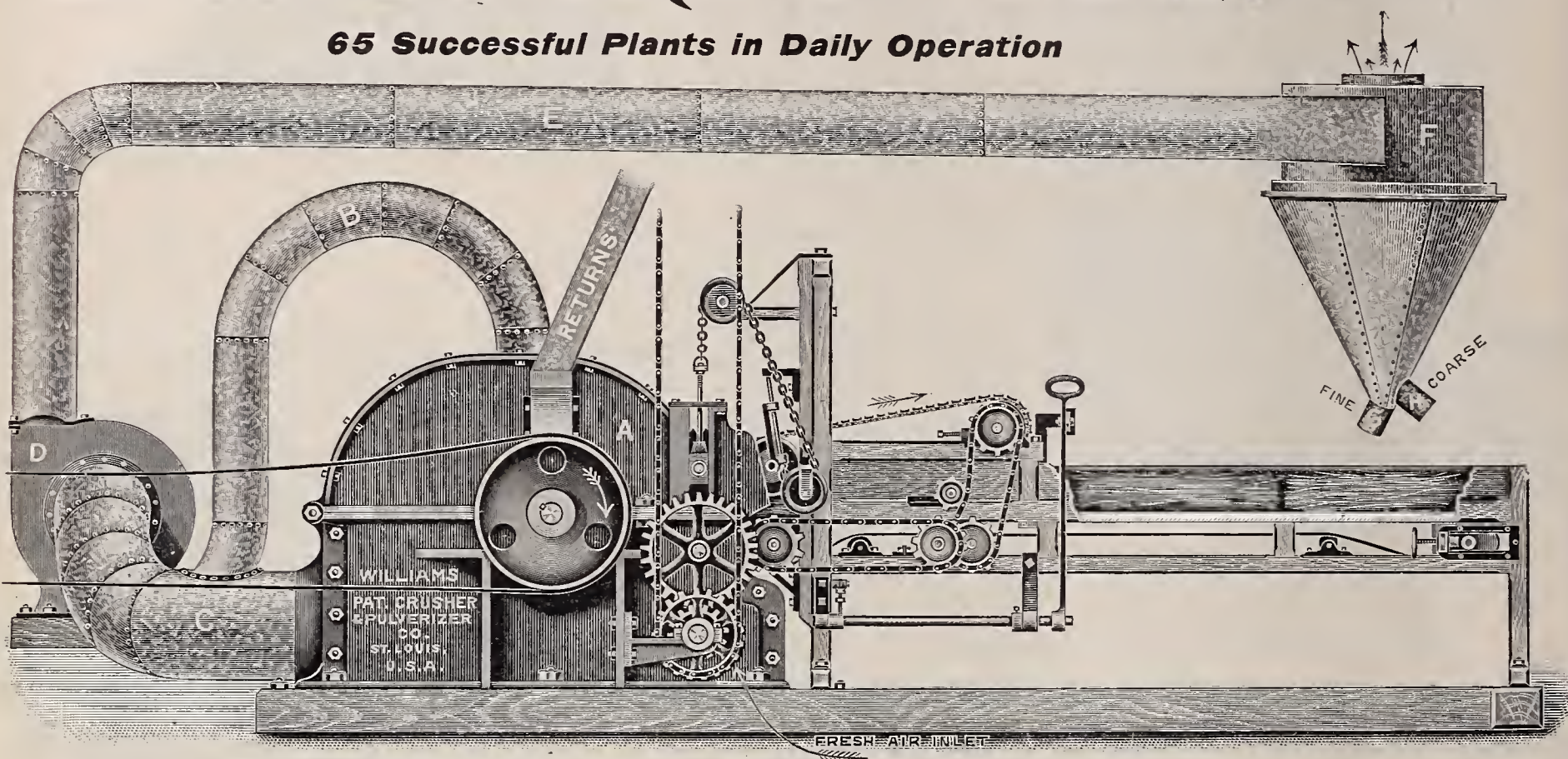
Send today for our Feed and Meal Milling Catalogue No. 26

SPROUT, WALDRON & COMPANY
Box 320, Muncy, Pa.

WILLIAMS PATENT COMBINED HAY AND STRAW CUTTER SHREDDER AND GRINDER

Made in 6 Sizes

65 Successful Plants in Daily Operation



THE ONLY VERSATILE FEED GRINDER EVER PRODUCED

They will reduce EAR CORN with the HUSK on.
They will reduce ALFALFA HAY from the BALE or from the STACKS.

They will reduce ALFALFA HAY and EAR CORN together.

They will reduce ALFALFA HAY and SHELLED CORN together.

They will reduce ALFALFA HAY and OATS together.

They will reduce ALFALFA HAY and FODDER OF ALL KINDS, with the CORN on.

They will reduce ALFALFA HAY and PEA VINES.

They will reduce EAR CORN ALONE or SHELLED CORN ALONE.

They will reduce OATS ALONE.

They will reduce ALFALFA HAY and two other kinds of CEREALS at the same time, as each machine has three separate feeding places.

We have a corps of competent milling engineers in the field making estimates and taking contracts for the installation of complete alfalfa meal plants, from the stump up.

For Further Information

Write for BULLETIN No. 7

Southwestern Representative: A. G. Olds, Care Manhattan Hotel, Wichita, Kan.

Northwestern Representative: J. J. Ross Mill Furnishing Co., Portland, Ore.

Pacific Coast Representative: O. J. Williams, 428 Monadnock Bldg., San Francisco, Cal.

Texas Representative: D. J. Hayes Co., 615 Washington Ave., Houston, Texas.

They will reduce ANY FORAGE material or CEREAL, together or separately.

They will reduce GREEN CORN from the field.

They will reduce CLOVER HAY, TIMOTHY or ANY KIND OF STRAW.

They are CUTTERS when desired, GRINDERS when desired and SHREDDERS when desired.

They are COB CRUSHERS when desired.

They will reduce COARSE OR FINE by changing cages.

They will reduce OAT HULLS, RICE HULLS, FLAX SHIVES or any other FOOD MATERIAL.

They produce two grades of goods AT THE SAME TIME, coarse or fine, BY OUR COMBINED SYSTEM OF COLLECTING AND SEPARATING.

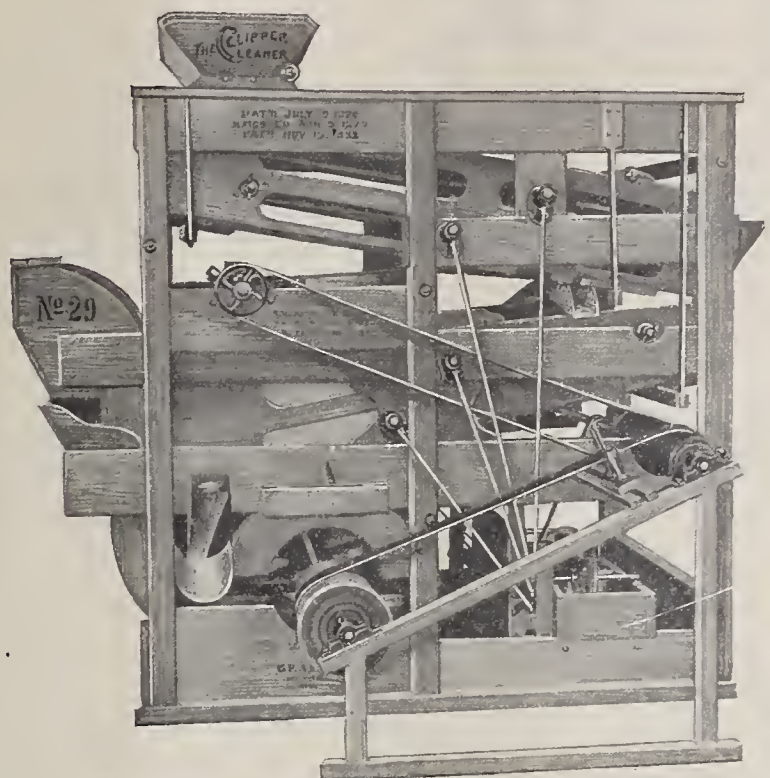
They WILL GIVE DOUBLE THE CAPACITY FOR THE POWER EXPENDED AND COST FOR REPAIRS OF ANY KNOWN GRINDER ON EARTH.

Write for Catalog of the Noxon

Automatic Hay, Meal and All Around Feeder

THE WILLIAMS PATENT CRUSHER & PULVERIZER COMPANY
ST. LOUIS, MO., U. S. A.

Large Screen Capacity



Our No. 29 "CLIPPER" Cleaner shown in cut is especially adapted to the cleaning of Grain and Flax. The stock passes over two sets of screens 42"x60". Each of the four screens is equipped with our Perfect Traveling Brush Device, which prevents the screen perforations from clogging and insures full screen capacity.

The shoe has a compound shake, which prevents any vibration.

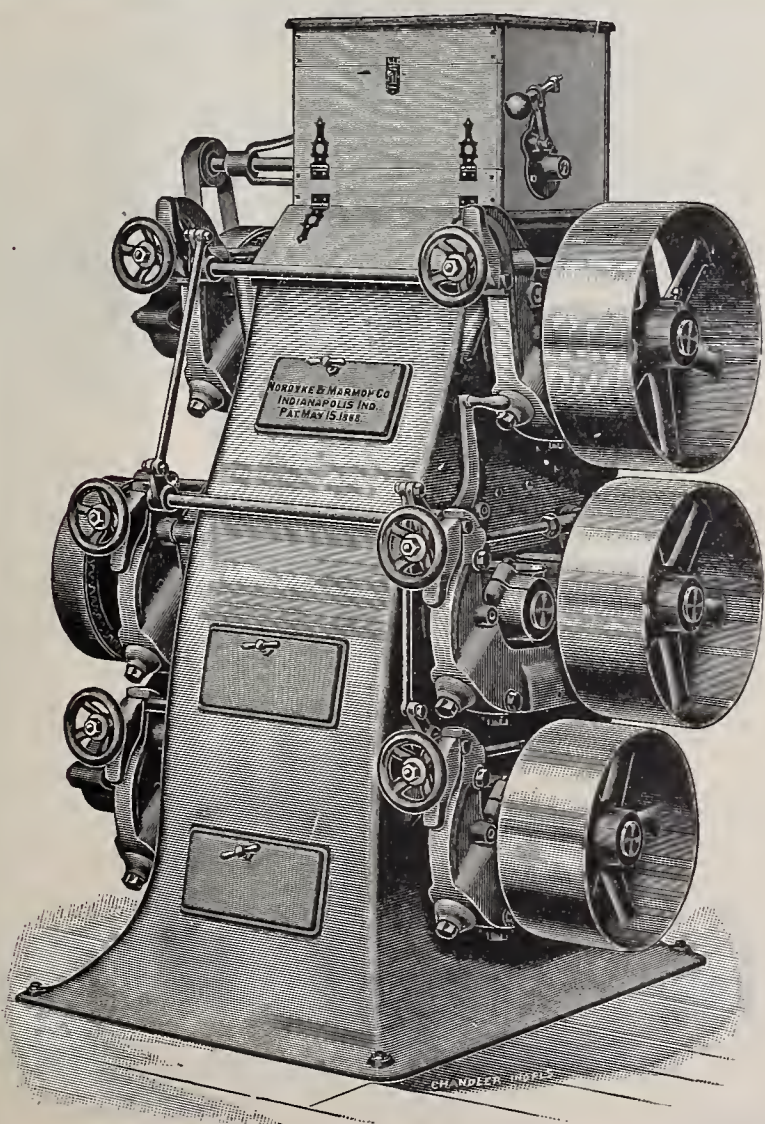
This machine is also equipped with our Special Air Controller, one of the many good mechanical features of our Cleaners. The Air Controller permits of wide variation of the Air Blast and guarantees accurate results.

A Clipper Cleaner will enable you to cut your power bills in two. It will make separations superior to any other Cleaner on the market.

If you are looking for a machine of large capacity, that will do the best work with the least power, give us your order for a No. 29.

We make a complete line of all sizes of machines for all kinds of work and would be pleased to mail catalog and quote prices upon request.

A. T. FERRELL & CO., Saginaw, Michigan



The N. & M. Co.

THREE-PAIR-HIGH SIX-ROLLER MILL

The most substantial, most economical in cost of maintenance. Has great capacity and requires comparatively small power. The only Six-Roller Mill with drive belts properly arranged to place the belt strain on bottom of bearings, where it belongs. It is not the cheapest mill in first cost, but it is by long odds the cheapest in the long run. It is without question the best roller feed mill on the market. Feed grinding pays best when you have a mill which will do perfectly any kind of grinding required and stand up under hard work without breakages and delays.

Send for Catalogue

ELEVATOR SUPPLIES

We carry a complete stock of Heads and Boots, Elevator Buckets and other Elevator Supplies. All orders are given the very best of attention.

Nordyke & Marmon Company

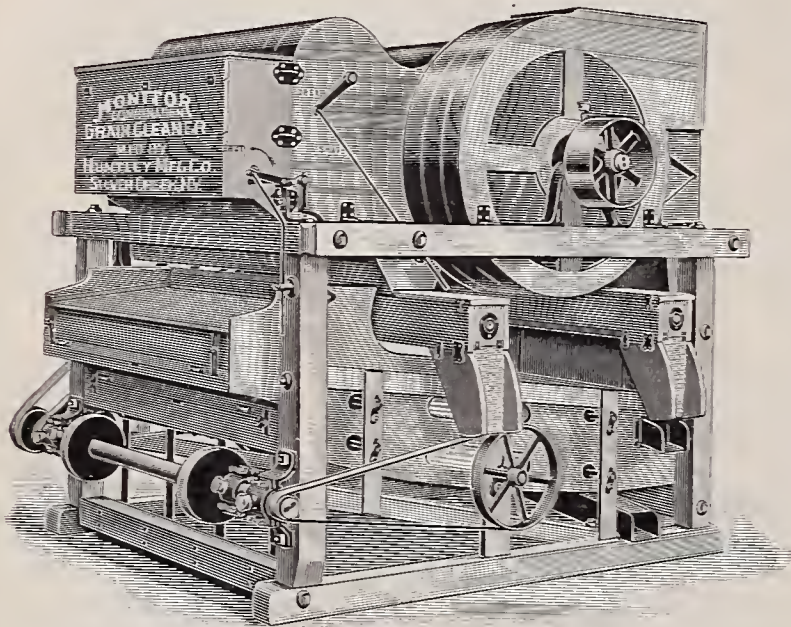
America's Leading Flour Mill Builders

Established 1851

INDIANAPOLIS, IND.

MONITOR

COMBINATION GRAIN CLEANER



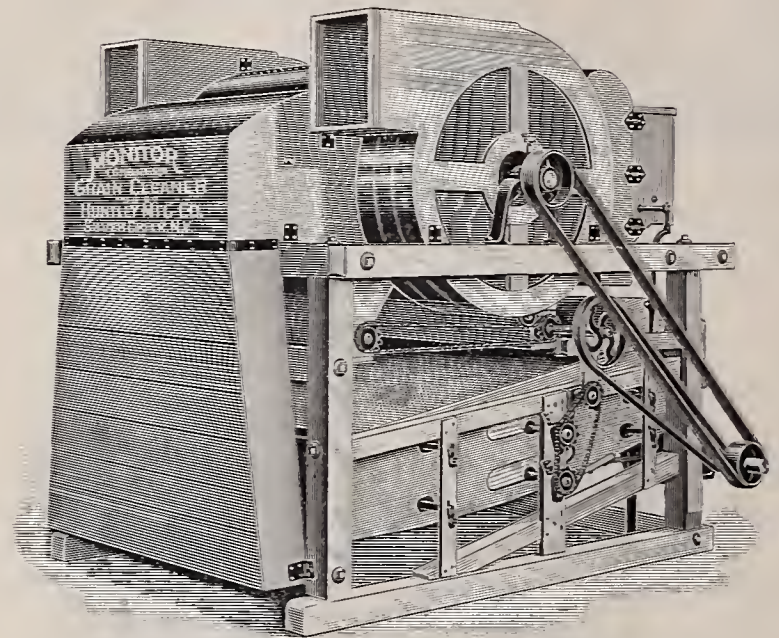
**CLEANS 98% PURE
ON FLAX**

in one operation. Unless you have used a Monitor you have never secured these results in your cleaning house.

We guarantee 98% pure, or better.

**CLEANS WHEAT AND
BARLEY**

equally as well. Thorough cleaning with the maximum of economy in shrinkage, loss, power, attention and cost of maintenance.



IT WILL COST YOU LESS

than any cleaner you can install for all around elevator cleaning on flax, wheat, barley, oats, etc.

There is a saving on every bushel of grain handled. This is always so with a Monitor—ask any prominent elevator man.

THIS IS ONLY ONE
of our many styles of modern cleaners. Have you a copy of our catalog?

HUNTLEY MFG. CO., Silver Creek, N. Y.

MINNEAPOLIS, MINN.

A. F. SHULER, 316 Fourth Ave. So.

CHICAGO, ILL.

F. M. SMITH, 608 Traders Bldg.

PORTLAND, ORE.

C. J. GROAT, 717 E. Burnside St.

The American Elevator and Grain Trade

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

VOL. XXVIII.

CHICAGO, ILLINOIS, FEBRUARY 15, 1910.

No. 8.

NATIONAL BOARD OF TRADE.

The National Board of Trade met in annual convention at Washington on January 25 and continued in session several days. Sixty chambers of commerce were represented, and about 70 knotty problems were on the program. The proceedings are of general interest only. The Board is trying to act as a sort of universal solvent, and its influence is proportionately "scattering."

On the second day there was a dinner at which the President was present. "Ambassadors from the United States to foreign countries should be better paid," he said in his after-dinner address, and he added that it was "a shame that with all the wealth of the United States nobody but a millionaire could today afford to accept a post as Ambassador; while the country was in name a democracy it made it appear like a plutocracy for it to send abroad only men of great wealth, because men of marked ability but limited means could not afford to accept the positions." He humorously declared that the President was the "only properly paid official of the Government."

Other speakers at the banquet were Senor de la Barra, Ambassador from Mexico; Minister Loudon, of the Netherlands, and John Barrett, of the International Bureau of the American Republics.

The Board indorsed the President's scheme of legislation for the upbuilding of an American merchant marine, and his recommendation for postal savings banks, but declined to favor a parcels post measure, mainly for fear of creating a further deficiency in the postoffice, although, with fine consistency, it then voted unanimously for one-cent letter postage to apply in the same cities as such letter mail originated. Reciprocity with Canada in qualified form was approved, and the efforts of the state department to improve the consular service were indorsed; conservation and river and harbor improvements were urged; and thanks to our Chicago members, the "national inspection of grain" was objected to.

The following officers were elected for the coming year:

President—Frank D. La Lanne, Philadelphia Board of Trade.

Vice-presidents—Carleton White, Boston Chamber of Commerce; W. H. Douglass, New York Produce Exchange.

Secretary and treasurer—W. H. Tucker, Philadelphia.

The Southern Kansas Millers' Club, in session at Wichita, on January 20 appointed a committee to raise funds to aid the State Agricultural College in establishing a special corps of wheat inspectors for the state of Kansas. The movement is aimed to improve the quality of seed wheat used, and was enthusiastically received by the millers present. The plan of procedure outlined at this meeting calls

for the establishment of a special corps of inspectors, who will visit the main wheat growing counties of the state during the growing season with the idea of locating good, pure bred seed wheat. They will endeavor to have all rye and impure wheat cut from the growing fields, and will instruct and advise the farmers in regard to stacking, storing and caring for the seed wheat. Bulletins will then be issued before the next sowing time, containing the names of all farmers whose wheat is recommended for seeding purposes.

The Port Colborne grain elevator, between September 28 and the close of navigation, handled 250,000 bushels of grain for export, 970,000 bushels for Montreal and 780,000 for consumption at nearby Ontario points, making a total of 2,000,000 bushels. At the middle of January there were 251,869 bushels of oats, 23,901 bushels of barley and 136,192 bushels of wheat stored in the elevator. "The total amount of grain handled looks insignificant when compared with Buffalo's record of 113,000,000 bushels, and it



HUTCHINSON & SON'S ELEVATOR AT ARLINGTON, IND.

does not come up to the expectations of those who thought that Port Colborne was to rival Buffalo as a grain transshipping point," says a Port Colborne correspondent of the Buffalo News. "The elevator cost about \$1,000,000. It is of reinforced concrete, has 800,000 bushels' storage capacity, and estimated maximum capacity for handling grain of 80,000 bushels per hour. There are four marine legs of 20,000 bushels' capacity per hour. The best record made last season was 151,000 bushels in six hours, using only three legs. But in loading this elevator holds the world's record—84,000 bushels loaded in one hour and 15 minutes. This included the trimming of the boat down by the loading spouts. The elevator has automatic scales, electric power shovels and automatic shovels. It is operated by Niagara power, and is said to be the latest improved and most up-to-date elevator on the American continent. The government has spent over \$2,600,000 on the elevator and harbor improvements here. Another new record was made at Port Colborne last season by a new type of canal steamer which carried 90,000 bushels of wheat from the Port Colborne Elevator through the Welland Canal, the best previous record being 80,000 bushels."

AN INDIANA ELEVATOR.

Robert Hutchinson began his grain business at Arlington, Ind., in a very moderate way in 1886. The business at that time was in the embryo state at that station, but by close attention to all of the details of the business he was soon able to build up a very good trade. At that time he was handling the grain in the old "Arm Strong" way through a warehouse. In a few years the flouring mill at the station was abandoned and he bought the building and remodeled it into an elevator. On January 1, 1895, his son, Elmer Hutchinson, became associated with him under the name of Hutchinson & Son, and the firm so remains.

In 1898 during the rush of the wheat season they loaded the old house too heavily and it collapsed, filling the basement with wheat and spilling about 15,000 bushels into the streets. They at once rebuilt on the same site, putting up a modern house of about 20,000 bushels' capacity, cribbed construction, using 2x6 hemlock timber for the walls. They equipped the house with a 16-horsepower Fairbanks-Morse Gas Engine, Cornwall Corn Cleaner, Western Corn Sheller and two stands of elevators. Since that time they have installed a Bowsher Corn Grinder and an automatic scale for loading out grain. They have also added a side line of flour and feed and do a retail and exchange business, handling on an average about a carload of flour per month.

They give special attention to handling clover seed and have a power Clipper Cleaner driven by a small gasoline engine which they also use for cleaning seed wheat for the farmers. Through their interest in better seed and a little agitation of that subject they have induced the farmers to sow extra-clean clover seed and wheat, thus benefiting both themselves and their farmer friends in the return crops.

The house is located on the C. H. & D. Railroad in Rush County, Ind., one of the best agricultural counties of the state; and Hutchinson & Son average about 100,000 bus. of corn and wheat per year.

Kaffir corn, in the opinion of a prominent Fort Worth stock man, is likely to be an important crop in western Texas and in Oklahoma. The reason Kaffir corn has not been improved more in the past is that the real value of the product and the variety of purposes for which it can be used have only of late come to be appreciated, and recent developments as to its usefulness for food, such as a substitute for buckwheat flour, for breakfast foods of various kinds and for flour, as well as stock feed, will place it largely in demand. Producing, as it does, an average of thirty-five to forty bushels to the acre and as high as eighty-five bushels and selling at prices of the present market, will make it highly profitable for the farmers of the Southwest, especially west Texas, where it does especially well.

THE GERMAN BOUNTY SYSTEM.

At the request of an inquiring correspondent, who asks whether the German and French governments give any bounty allowances to exporters of native-grown wheat, the Liverpool Corn Trade News, December 14, says:

In France the temporary admission of wheat is permitted for the manufacture of flour in bond for the export trade. In this case, under the new law, the duty is demanded and paid. When the flour and offals are re-exported, the duty is refunded. We have never heard of French wheat being exported under a bounty; but in Germany, it may be fairly said, that wheat does receive such favorable treatment.

In Germany the exporter of native wheat does not actually receive a cash allowance from the customs, but instead, a certificate, entitled an *einfuhrschein*, declaring that such-or-such a quantity of grain, grown in Germany, has been exported and upon which a duty of so much would have been payable had it been imported. This certificate is a negotiable document, and merchants desirous of importing grain (maize excluded), coffee, oil, and some other colonial articles, eagerly bid for these "*einfuhrscheins*" to within about 1 per cent of their face value. For instance, when a merchant has exported 1,000 quarters (8,000 bus.) of native wheat, he gets from the customs an *einfuhrschein* for the equivalent of 12,000 shillings (\$2,880) (the import duty being at the rate of approximately 12s. (\$2.88) per 480 lbs., English equivalent) (36c per bu.). As there are far more merchants in Germany desirous of importing wheat, etc., than there are would-be exporters, there are consequently more buyers than sellers of these "*einfuhrscheins*." Therefore the holders always get their value within (say) $\frac{1}{2}$ per cent or 1 per cent. These documents the customs accept at their face value in lieu of cash. At the present time the exporter is obtaining about 11s. 11d. per qr. on every quarter ($34\frac{1}{2}$ c per bu.) of wheat which he exports.

But even then, the question may be asked, how can he afford to buy dear German wheat and export it to cheap foreign markets, seeing that at the best he gets back hardly as much duty as is paid on foreign wheat when it is imported? The mystery is explained by bearing in mind that wheat is not all of the same quality and, moreover, that it is not all raised in regions equally near to consuming markets. As a general proposition, it may be stated that if German wheat were as good as Canadian or the finer sorts of Russian, Argentine, etc., it would not be exported. But seeing that ordinary German wheat is not worth as much as strong foreign sorts by several shillings per quarter and that there is a relatively large and increasing demand for strong flour in Germany, a relatively large and increasing quantity of strong foreign wheat has to be imported. Thus the stronger quality of wheat thrusts out the weaker.

To take a concrete example, we have at the present time German wheat selling at a distance from the great centers of population, for instance in East Prussia, at 44s. per 480 lbs. (\$1.29 $\frac{1}{2}$ per bu.), or even less. In Hamburg good qualities of Argentine and Russian are, at the same time, selling at 50s. per 480 lbs. (\$1.50 per bu.). Under such circumstances it is not difficult to understand how the export trade is carried on, for the exporting merchant, having sold his *einfuhrschein* at the rate of 12s. (\$2.88) per quarter (less a discount of $\frac{1}{2}$ per cent to 1 per cent) and paid the German grower (say) 44s. (\$10.36), or even 46s. (\$10.84) per quarter for his wheat, can afford to sell it at slightly over 34s. (\$8.16) per quarter f. o. b. The carrying charge by sea is a very light one in the case of a voyage across the Baltic and even in the case of a voyage to the British or Irish coast it is not a heavy one.

Denmark and Scandinavia are among the principal importers of German wheat, but Belgium, Holland and even Italy and Austria suffer from the "invasion," notwithstanding their high protective walls of 12s. per quarter. The total export trade in wheat of Germany last season amounted to 1,300,000 quarters, distributed as follows:

	Bu.
Denmark, Sweden and Norway.....	2,480,000
Holland	1,520,000
Belgium	1,040,000
Switzerland	720,000
United Kingdom	184,000
Austria, Italy and other countries.....	4,456,000

Total10,400,000

It is necessary to point out that the price of wheat in Prussia is usually, if not invariably, lower than in any other part of the German Empire. The nearer one goes to the industrial centers, or the further from the seaboard, the higher the price will be found to be.

[The C. T. News compares prices of native wheats for like yearly periods in German, France and Great Britain (U. K.) and says:]

It would have been superfluous to have compared the prices for imported wheat in the several coun-

tries, as they are known to differ only by the difference between the respective duties and landing charges obtaining from time to time in each country. We venture to think that one of the principal causes of the difference of opinion as to "who pays the duty" is due to the accident of the price of weak native wheat in one country being compared with the price of strong imported wheat in another. As an invariable rule foreign imported wheat (and of course native wheat of equal quality) naturally sells *mutatis mutandis* in a protected market at the full difference of the duty over that at which it sells in a free market; the higgling of the market between the foreign exporter, the native grower and the miller assures this practice. Any other practice or theory is simply unthinkable.

JOHN M. DENNIS.

Few Eastern men are more widely known in the West than John M. Dennis, vice-president of the Louis Müller Co., of Baltimore. As representative of the Baltimore Chamber of Commerce to trade gatherings and as delegate to various association meetings, he has become familiarly known in the West as one of the acute men of the trade in the East, while at home he is an accepted authority upon matters that pertain directly to the com-



JOHN M. DENNIS.

mercial welfare of the city of Baltimore, whose advice and views are sought for by the men who are peculiarly charged with promoting the business of that great port.

Mr. Dennis is a native of the historic city of Frederick, Md., where he was born on February 23, 1866. Like many another grain man he went to railroading first, in the employ of the C. W. & B. R. R. at Cincinnati, Ohio, in 1883. After seven years in the railway service, he entered the grain business at Baltimore with the old firm of Tate, Müller & Co. His firm is member of the grain exchanges of Baltimore, St. Louis and Chicago, and of the Grain Dealers' National Association.

GRAIN INSPECTION ON THE COAST.

The Pullman (Wash.) meeting of the Wheat Growers', Shippers' and Millers' Association on January 14 devoted considerable time to the discussion of the inspection problem at Tacoma and Seattle. The Railroad Commission take the position that they represent the shipper at the inspection points, and the inspection is conducted largely on that basis; and this view of the official duty naturally was endorsed by the Association.

S. C. Armstrong, state grain inspector, advocated a new system of inspection, whereby there would be given an average grading of carload lots. This is a remodeling of the present system, under which deductions are made for a few sacks of lower-

quality grain in a car of first grade, the entire average of which, by weight, would be first grade.

COMMISSIONER KNOX ON "FUTURES."

Commissioner of Corporations Knox has been considering the question of regulating the exchanges of the country; and thinks the way to do it is to levy a tax on their transactions. Such procedure would, he thinks, offer in some measure, "a constitutional and available means of regulation." But in a report submitted by him to President Taft, Mr. Smith acknowledges that he is somewhat at a loss to determine exactly how "to eliminate the evil and retain the good" of the future transactions of the exchanges.

Whether this can be done and how, I do not presume to say. If a tax law should be so framed as to distinguish between future transactions which are beneficial, which give the fullest play to the natural laws of supply and demand and those transactions, on the other hand, which are carried on under a false and uneconomic system, much good probably would result.

Information requested by the President as to transactions on produce exchanges and as to certain future contracts in farm products led to Mr. Smith's report on the subject. Taking up the various classes of transactions in farm commodities, the Commissioner holds that "spot" and "intended delivery" future transactions are proper; that "bucket shop" transactions are unquestionably evil and indefensible, and that "hedging" transactions are necessary and proper, being really not speculation but an "avoidance of speculation." But as to speculation, "where neither party intends to deliver or receive, but where the contract is made on a regular exchange, the rules of which make delivery and receipt obligatory, if demanded," Mr. Smith asserts that this class of future transactions "presents a difficult problem. Its existence probably involves the existence of the future exchanges themselves." He says:

There are practically five classes of transactions in farm commodities: (1) "Spot" transactions, where the commodity is delivered at the time of sale; (2) "intended delivery" future transactions, where the contract is for future delivery, but where delivery of the goods is intended and expected; (3) "bucket shop" transactions, where there is no obligation compelling either delivery or receipt and where delivery is neither intended nor expected; (4) hedging transactions, which is an obligatory contract for future delivery, the main purpose of which is to relieve the hedger of speculative risk, and as a rule in these transactions, neither party expects delivery or receipt, and (5) speculation, where neither party intends to deliver or receive, but where the contract is made on a regular exchange, the rules of which make delivery and receipt obligatory if demanded.

The first three classes need little discussion. Spot transactions are, of course, proper. Contracts for future delivery with intent to deliver, "intended delivery futures," are extremely common and necessary. The Government in its large supply contracts regularly agrees to buy articles not then existing. "Bucket shop" transactions are unquestionably evil and indefensible.

Hedging is a very important and common future transaction in certain farm products. Cotton mills sell their cloth many months in advance. They must therefore assure themselves of a supply of raw cotton. This necessitates hedging. For example, a cotton merchant agrees in February to furnish next October to a spinner 1,000 bales of cotton at 10 cents a pound. The merchant believes he can buy this cotton of the producer next October at a price which will enable him to make a profit. But crop conditions may intervene, greatly increasing the price of actual cotton. Therefore when the merchant makes this agreement he hedges it also by buying on the Cotton Exchange future contracts deliverable next October for 1,000 bales.

Again hedging benefits both farmer and spinner by reducing costs. That is, hedging has to some degree relieved the merchant of a risk. It therefore enables and forces him to reduce his charges. While the spinner does not often hedge, he buys of merchants who do. The merchants hedge practically all their transactions. In short, I regard hedging as necessary and proper. It is not speculation. It is the avoidance of speculation.

Mr. Smith says there are evils attending future exchange transactions, chiefly affecting the individual, which are only too serious and too obvious, and "the crimes, embezzlements, financial disasters and moral degeneration that have resulted there-

from are a matter of common knowledge." Summarizing his investigation, Mr. Smith says, in part:

Future exchange transactions include several very different classes. Some, like hedging, are proper and necessary. Others, which should perform in theory a beneficial function, work in practice a large amount of evil owing to improper exchange conditions. Still others are unquestionably evil in their net results. . . . The desirable end, of course, is to eliminate the evil and retain the good. Whether this can be done and how I do not presume to say. I feel clear, however, that where an exchange by its own regulations, by its own action or neglect abandons in whole or in part the beneficial functions which are the sole justification for its existence, it places itself in a very dubious position.

Without discussing the various forms of legislation that have been presented it is obvious that a tax on exchange transactions may well be considered as one of the constitutional and available means of regulation. If a tax law should be so framed as to distinguish between future transactions which are beneficial, which give the fullest play to the natural laws of supply and demand, and those transactions on the other hand, which are carried on under a false and uneconomic system, much good would probably result.

The trouble with exchange regulation, says Mr. Smith, is not with the theory, but with the actual practice. He believes that the exchanges themselves can work out their own salvation. Where an exchange by its own regulations or its own action or neglect, abandons in whole or in part the beneficial functions which are the sole justification for its existence, it places itself in a very dubious position. As long as it does not voluntarily eliminate the evils that are easily remediable, he declares, it is properly a subject of public regulation.

The Commissioner bases his comments in regard to speculation chiefly on the Bureau's recent investigation of the cotton exchanges. The theoretic benefits of exchange transactions, he says, are often nullified by improper conditions on the exchanges themselves, and he cites the New York Cotton Exchange, the basic defect of which is its so-called "fixed difference" system. The false quotations produced under this system, he says, frequently decrease the prices of cotton received by the farmer. When the price of future contracts is disturbed, as it frequently is, by this artificial regulation, hedging, which in itself he commends, "becomes not a protection, but a source of danger."

A JERSEY CITY RAID.

Another of the examples of judicial procrastination that vexes the patience and makes men think ill of our system of court procedure, is the case of the manager of the Standard Stock and Grain Dealers' Company of Jersey City. This concern was raided on October 13, 1908, and its manager tried by the Court of Special Sessions on a complaint of running a bucket-shop, yet up to January 27 last no decision had been rendered. Then the complainant, John Hayes of Rochester, N. Y., renewed his complaint, and the police again dropped on the place, which had been doing business ever since the first raid, capturing upward of 40 inmates and the manager, Edward Altemus. They were all admitted to bail. Hayes had himself acted as "correspondent" at Rochester of the concern, but had fallen into disfavor and had had his "wire cut off."

CEMENT SHOW.

Grain men who may be in the city on February 18 to 26 will no doubt find much to interest them at the "Cement Show" at the Wabash Avenue Coliseum. This product is coming so rapidly into use for so many widely differing purposes, that all will find something in so varied an exhibition to demand their attention.

To add to its powers for holding real estate, to enable it to manufacture and deal in grain products, own and operate grain elevators, vessels, wharves and shares in vessels in connection with its business, the Dominion Millers' Association has applied to Parliament for amendments to its charter.

TESTIMONIAL TO JESSE H. HOLMES.

BY L. C. BREED.

It has long been a custom with the members of the Merchants' Exchange of St. Louis, when a fellow member of long standing withdraws from active business on the floor, to take occasion to manifest their esteem for him and recognize his valuable services as a member of this time-honored organization, in some special manner. In some instances gold watches have been presented and in others group photographs have been taken at the time of the gathering held to express their friendly sentiments of appreciation and regard.

On the occasion of the retirement of Jesse H. Holmes, vice-president and general manager of the H. & L. Chase Bag Company, a meeting was held in the directors' room of the Exchange, which was attended by a number of the members, principally the older ones who had long had business and personal relations with Mr. Holmes during the forty odd years of his connection with the H. & L. Chase Bag

of seed, six bushels by weight; amount threshed, 488 bushels; weight of one bushel by measure, 43 pounds; weight of one bushel after being cleaned, 45¼ pounds; amount of seed seeded per acre, about 77 pounds.

WEIGHING CHARGES AT EAST ST. LOUIS.

In accordance with a resolution of the Illinois Grain Dealers' Association unanimously adopted, as follows,—

Whereas, The supervising of weighing at East St. Louis and St. Louis by the Merchants' Exchange is efficient and thoroughly satisfactory to the grain trade; and

Whereas, State weighing, both in Missouri and Illinois is incomplete and double weighing is unnecessary; therefore, be it

Resolved, That the Illinois Grain Dealers, in convention assembled, do petition the Merchants' Exchange of St. Louis to take action toward eliminating the useless burden on the grain trade of double weighing charges,—

the Illinois Railroad and Warehouse Commission were on February 8 petitioned to abolish the state weighing charge at E. St. Louis and Venice, Ill.



TESTIMONIAL TO JESSE H. HOLMES.

Front row, from left to right: 1, Geo. H. Morgan, secretary of Merchants' Exchange; 2, Louis Fusz, proprietor of Regina Flour Mill Co.; 3, Manning W. Cochrane, president of Merchants' Exchange and head of the Cochrane Grain Co.; 4, Christian Bernet, second vice-president Merchants' Exchange and head of Bernet, Craft & Kauffman Milling Co.; 5, Jesse H. Holmes, late of H. & L. Chase Bag Co.; 6, Robt. M. Hubbard, head of Hubbard & Moffit Commission Co.; 7, Alex. H. Smith, an honorary member and an ex-president of Merchants' Exchange, for many years engaged in milling in St. Louis; 8, John Mullally, head of John Mullally Commission Co.; 9, S. A. Whitehead, head of Nanson Commission Co.; 10, Henry G. Craft, of Bernet, Craft & Kauffman Milling Co.

Second row, left to right: 1, Gilbert Sears, manager of Advance and Terminal Elevators of C. H. Albers Commission Co.; 2, John L. Messmore, director Merchants' Exchange, of Ballard, Messmore Grain Co.; 3, B. H. Lang, B. H. Lang & Co.; 4, Edward M. Flesh, vice-president C. H. Albers Commission Co.; 5, Henry Greve, John Wahl Commission Co.; 6, A. P. Richardson, Richardson Grain Co.; 7, Wm. C. Ellis, general manager Kehlror Flour Mills; 8, Wm. Murdoch, Jr., H. & L. Chase Bag Co.; 9, Geo. F. Powell, Powell & O'Rourke; 10, Hosea B. Sparks, Sparks Milling Co.; 11, Daniel R. Whitmore, statistician Merchants' Exchange; 12, Otto A. Orvis, Orvis Grain & Sacking Co.; 13, Robert H. Whitelaw, Whitelaw Brothers; 14, F. E. Kauffman, Bernet, Craft & Kauffman Milling Co.; 15, Thomas Akin, grain commission; 16, O. L. Whitelaw, U. S. Asst. Treasurer; 17, A. W. Stewart, A. W. Stewart & Co.; 18, D. R. Haynes, Haynes Brothers; 19, J. L. McClellan, Eaton, McClellan & Co.; 20, Roger P. Annan, Annan, Burg & Co.; 21, A. R. Strain, Robert B. Brown Oil Co.; 22, P. H. Litchfield, Co.

Company. Mr. Holmes' sterling character and able business management have won for him the highest degree of confidence and respect and the heartiness of the testimonials and endorsements tendered him by his old friends and fellow members will long be remembered and cherished by him. Mr. Holmes is now touring the Far West on a visit to his son and other relatives.

Montana claims the "world's record" of 488 bushels of oats on 2½ acres grown on a farm near Bozeman, Gallatin County. The yield was reported to the bureau of agriculture, which has obtained the following particulars from Rudolph Vogel, Jr., who tilled and harvested the wonderful crop, showing the statistics: Variety, Regenerated Swedish Select; number of acres, two and one-half; amount

There were present at Springfield when the petition was presented and heard the following gentlemen: J. L. Wright of the J. L. Wright Grain Co., St. Louis; T. B. Morton of Morton & Co., commission merchants, St. Louis, representing the St. Louis Merchants' Exchange; W. E. Meek of Marissa, representing the Illinois State and Southern Illinois Millers' Associations; H. E. O'Bryan of the Owensboro Grain Co., Owensboro, Ky.; and President Geo. D. Montelius, Sec'y S. W. Strong, Treasurer H. I. Baldwin, Director Edwin Beggs and E. R. Ulrich of E. R. Ulrich & Sons and J. H. Lloyd of C. A. Matheny & Co. of Springfield, J. N. Hairgrove of Virden, W. C. Darnall of McLean, E. M. Wayne of Delavan, Chase Savage of C. W. Savage & Son of Virginia and Ira Twist of Rochester, representing the Illinois Grain Dealers' Association.

The full Commission was present, to wit, Chairman Berry and Commissioners Eckhardt and Willoby.

Mr. Wright, representing the E. St. Louis interests and St. Louis Merchants' Exchange, in presenting the petition said:

Mr. Chairman and Gentlemen, of the Board: We are here today to beg of you to waive the weighing of grain at East St. Louis and Venice in favor of the Merchants' Exchange Weighing Department of St. Louis, the same as you do with the Board of Trade Weighing Department at Chicago.

The State Department of Inspection does no weighing at Chicago, and the usage that prevails with your Inspection Department at Chicago and other markets in your state should also apply at East St. Louis.

It is not fair to the shippers of your state and other states, who demand Merchants' Exchange weights, to be compelled to pay a state charge for weighing at East St. Louis, whereas at Chicago the state does no weighing and collects no fees for weighing.

As we view the matter the compulsory state charge for weighing at East St. Louis not only discriminates against the shippers of your own state and shippers from other states, but it is also showing discrimination between the markets of your state; and we are here today to beg of you to be fair with East St. Louis and not impose a compulsory fee for weighing at East St. Louis that does not prevail at any other grain center in your state.

We are not complaining about the manner in which grain is weighed by your department at East St. Louis, although your department falls far short of equipment to do the work that the Merchants' Exchange Weighing Department performs.

Your department has one man at each elevator to do the weighing, who is located at the scales at the top of the elevator. The Merchants' Exchange has a man at the top to supervise the weighing and also a man on the ground floor to see the car when it is set for unloading, who notes the physical condition of the car—whether leaking or in good order. This man also sees to it that all the grain is taken out of the car and elevated to the scales. Your department furnishes no such protection as this to the shipper. Your man at the top doubtless weighs the grain correctly when it reaches the scales, but it is impossible for him to know whether the grain was all cleaned out of the car, or that all of it was elevated to the scale. The Merchants' Exchange Department considers this a very important feature of the work.

Besides your force of grain inspectors at East St. Louis, you have one weigher in each of the five elevators, and this constitutes the working force of the state department; whereas the Merchants' Exchange Department has two men at each of the elevators—one at the scales and one on the ground floor. Besides, the Merchants' Exchange Department employs seven car inspectors who meet the incoming trains on their outer tracks, or hold tracks, as they are called. These men note and make a full report of the physical condition of all cars, take a record of the seals under which the cars arrive, and when not sealed it is so reported. The Merchants' Exchange Weighing Department can show from its records the physical condition of every car of grain—when it arrived at the outer tracks and also the condition of the car when it arrived at the elevator.

The state department has no equipment for all this work; and this work is the most important work of all, as upon records thus furnished by the Merchants' Exchange Weighing Department the roads settle claims for shortage. There is no disputing this statement. If the shipper or receiver can furnish a Merchants' Exchange Weighing Department report of car leaking upon arrival, the claim for shortage is paid by the road. Certainly the weighing of grain correctly after the car reaches the elevator is very important, but shortages mainly occur before the grain reaches the elevators by reasons of leaky cars.

If the weight of a car of grain was certified to by a state weigher at the top of the building as being correct, the railroad would refuse claim for shortage were it not for the fact that the Merchants' Exchange car reports show the car leaking upon arrival. That determines the matter and the roads must settle.

The supervisors report of the Merchants' Exchange Weighing Department for 1909 shows cars arriving in bad order as follows:

	Cars.
Leaking at grain doors.....	5,564
Leaking over grain doors.....	503
Leaking boxes	18,150
Leaking end windows.....	1,113
Cars not sealed.....	6,528
End window not sealed.....	3,732
End window open.....	879
Total	36,487

The question of seals, while it may seem unimportant at first glance, is after all a very important matter. All agents are required to seal all cars before leaving their station and if a car arrives without seals and a shortage shows up, it is a fair presumption that the car has been tampered with and robbed in transit; and the road cannot dispute it and must pay claims. This report shows 36,487 cars in more or less bad order, which furnishes basis for 36,487 claims against the railroads where shortages show up. All of this is a matter of record and a separate report for each car is on file.

Is it not plain to see how thoroughly the Merchants' Exchange Department is doing its work and how valuable the work is to shippers and receivers? Is it not obvious how much greater are the facili-

ties of the Merchants' Exchange for protecting the shipper than are the facilities employed by the state?

We are compelled to continue the Merchants' Exchange Department, as shippers all over the country demand it. And it is plain to see that they have good reason for demanding it, as their interests could not be better protected than is done by the Merchants' Exchange Department.

If a car is short weight, they come to our department for car reports, and if the car arrived leaking or in a leaking condition, they file claim with the road with our car report attached and collect for the shortage.

Now, gentlemen of the Board, the shippers want Merchants' Exchange weights and supervision; but the state of Illinois makes it compulsory for the shipper to pay for state weighing, thereby burdening all grain at East St. Louis with two weighing charges; and we pray you to waive the state charge in favor of the Merchants' Exchange Department.

Our petition is reasonable and fully in accord with the state's treatment of other markets in the state, and we beg of you not to discriminate against the second largest grain center in the state.

The Merchants' Exchange Department of Weights will not benefit financially by your act in waiving the state charge, for weighing grain at East St. Louis in favor of the Merchants' Exchange Department, as the department is now supervising all the work with a force of men twice as large as the state employs, and the department is getting paid for it by the shippers who demand it. If the state waived the fee for weighing, the Merchants' Exchange Department would do the work as it is doing now, and charge the same fees that are now being charged by the state; but the double charge for weighing would be eliminated and this is what the shippers of your state and other states desire.

We mention other states. Please to bear in mind that through the business enterprise of St. Louis grain merchants, a large volume of grain is drawn to East St. Louis from Iowa, Nebraska Kansas, Missouri and Oklahoma, and the receipts of grain at East St. Louis from these states produce the bulk of your inspection revenues at East St. Louis. The shippers from all these states have demanded Merchants' Exchange supervision through the secretaries of their state organizations. You have the opportunity to be reciprocal as well as just, and the wishes of the shippers of these states should have weight with you.

And last, but not least, the grain merchants of St. Louis are instrumental in forcing this grain through East St. Louis and the bulk of it passes directly through St. Louis. These merchants are friendly to East St. Louis, and as your department is the beneficiary in the way of inspection revenue on all this grain, some consideration is due to their wishes.

Gentlemen, we come before you on broad grounds, expressing the wishes of the shippers of Illinois who ship to East St. Louis, and also the shippers west of the Mississippi River, as well as the grain merchants of St. Louis, and ask you, on the grounds of reciprocity, considering the matter of inspection revenue we are instrumental in turning to your Inspection Department at East St. Louis, and, as a matter of fairness to East St. Louis, as the second largest grain center in the state, to waive the state charge for weighing at East St. Louis and Venice.

This is too broad a question, by virtue of the unanimous demand from shippers for what we are asking you to do, to be considered on the grounds of expediency. A previous Board intimated that it would be inexpedient to grant our request as the revenues at East St. Louis would not justify it. We do not think this board will take that position, as we have it from good authority that the department at East St. Louis is now carrying a good round cash balance. Even though this were not the case, we do not consider this a matter of expediency but a matter of principle which involves discrimination against East St. Louis, and we hope the wishes of your petitioners, in a matter in which they are so much concerned, and the regard you have for a "square deal," will govern your action.

Mr. Wright was followed by Mr. Morton, who briefly reminded the Commission that the present body is not responsible for a condition that was somewhat arbitrarily created by a former administration, and in urging this petition the petitioners feel the more free because they are asking the Commission to grant them relief from an unusual condition. The Merchants' Exchange is not asking relief or benefit directly; it does the weighing and superintendence at a loss to the Exchange of about \$10,000 annually and any change in the method at E. St. Louis would have no affect upon the revenues of the Exchange. Its interest in the matter is this—that in soliciting new business, the customer in hand may and does raise the objection that there is a double weighing charge, made necessary by existing conditions; and where a customer ships to East St. Louis without knowing the situation, he finds fault.

S. W. Strong presented the following:

Your petitioners, The Illinois Grain Dealers' Association, beg to represent to your Honorable Body: That the Association is in the interests of the trade, was organized sixteen years ago, has a membership of about eleven hundred grain shippers doing business as country grain elevator operators throughout the state north of Pana.

The object of the Association is for the betterment of the trade. The Association does not hold executive sessions. All its meetings are open to the

public. All the members of the committee here represented are country shippers of grain.

In relation to the weighing of grain at East St. Louis and Venice, Ill., your committee beg leave to state:

That at the Sixteenth Annual Convention of the Illinois Grain Dealers' Association held in the city of Peoria the 15th and 16th of June, 1909, there were registered in attendance 467 dealers in grain.

A copy of the proceedings of said Convention is herewith presented and your attention is asked to the resolution in relation to weighing grain at East St. Louis and Venice and to the printed list of those who were in attendance, with their post office addresses.

The resolution was supported by the unanimous vote of the annual convention of the Association, by the President and board of directors of the Association.

The trade are educated and understand exchange weights. Chicago has an ideal system of Board of Trade weighing to which the entire grain trade of the whole country point to as an object lesson. Shippers ask of every terminal market throughout the country that they may have as good and accurate weighing as is furnished at Chicago.

Your committee representing the grain dealers of the state of Illinois petition that the trade may be relieved of the unnecessary charge in weighing as at present in vogue at East St. Louis and Venice, believing that your Honorable Body do not desire to unnecessarily burden the citizens of Illinois.

This statement was signed by the officers and directors of the Association. It was supplemented by the reading of a large number of letters of shippers in Illinois and other states, and from Sec'y Wells, of the Western Grain Dealers' Association, supporting the contention of the petitioners that the St. Louis Merchants' Exchange weighing system is satisfactory—indispensable, in fact, and that they would be glad to see the state weighers withdrawn as requested.

Mr. Beggs said it was a hardship to be required to pay two weighing charges at E. St. Louis; and of course in buying the grain he had to make allowance for this extra expense, which falls on the grain.

Mr. Meek said the millers in the associations represented by him had passed resolutions asking that the state charge be abolished. It falls with especial weight on them, as they are taxed "going and coming." That is to say, they have to pay the double charge on all wheat they buy at E. St. Louis when the home supply is short, and they have to pay the double charge on the grain they ship to St. Louis when they have a surplus. Besides that, there are the equities of the case—the double charge being operative only at this market. The millers would like to see the charge abolished.

Mr. Wayne did not understand why the Commission weighed grain at East St. Louis and at no other market in the state. The fact that it does do that, but furnishes none of the information which shippers must have and which they must pay the St. Louis Merchants' Exchange to furnish, is a hardship on shippers and amounts to a serious discrimination against the East St. Louis market.

GOVERNMENT-OWNED ELEVATORS.

At a conference of representatives of the Manitoba government and the Grain Growers' Association at Winnipeg on January 19, it was finally decided by the government to draft a bill for presentation to the legislature which is now in session. The bill will authorize the provincial government to buy all the elevators in the province and pay for them with 40-year bonds. Then the elevators will be operated by a commission.

Since the Manitoba government gave way to the demand of the Grain Growers, the farmers of Alberta at a meeting on January 21 at Edmonton adopted a resolution demanding straight government ownership of grain elevators, both local and terminal, the government to buy those now in existence, and also a government guaranty to back the project of a terminal elevator on the Pacific Coast at Vancouver.

The details of the Manitoba scheme, however, do not suit the thrifty farmers, and already there is opposition to the "extravagance" of paying the three commissioners who shall run the system of elevators a combined salary of \$20,000; while others oppose the proposition to make commissioners' term of office "for life" as savoring of the "tyrannical system of the old laws."

Correspondence solicited on grain trade matters.

BEALL MOTIONLESS SCREEN CLEANER.

John Beall, of Decatur, Ill., will celebrate his 80th birthday in a few days, on March 19, to be exact. The hale man of 80 has not many competitors and Mr. Beall might well enter the 70 class with an excellent chance of winning and without exciting suspicion that he was out of his class. And what is more gratifying, his mind is as clear and active as it ever was.

Mr. Beall somehow acquired the inventing habit in his younger days and he has never been able to shake it off. He has kept it up all his life and is still at it. Being a millwright by trade, he was therefore most familiar with the needs of the milling business and his inventions have been a succession of solutions to problems of that business. His solutions have been bold, original and in some instances epochal.

Mr. Beall's last invention, which is just now being got ready for the market, is a grain cleaner. Primarily it is a corn cleaner, but it is adapted to all kinds of grain. Most important of his inventions have been corn milling devices, as the Western Corn Sheller, and the Beall Degerminator.

and carries the grain over the second screen in the same way as it did the first.

The only moving parts of the machine are the iron rod carrier and the sprocket wheels upon which it is carried. Friction has been reduced to its lowest terms. The carrier moves at fifty revolutions a minute. The bearings are so simple that they do not even require great nicety of adjustment in order to insure the working of the machine.

A fan is used in connection with the Cleaner as with other cleaners. The fans will lift out the dust chaff and other light materials which may not be removed by the screens.

It is claimed for the machine that its capacity is almost unlimited. It is asserted that 4,000 to 5,000 bushels of corn may be put through the machine in an hour. The absence of vibration permits the Cleaner to be placed in any part of a mill or elevator, on the top floor if desired, without its being anchored in place. The wear and tear on the machine itself is most trifling and the injury to the building through vibration is nil.

The Cleaner will be manufactured by The Beall Improvements Co., Decatur, Ill., who have secured the rights and have already several of the machines

COUNCIL OF GRAIN EXCHANGES.

The first annual meeting of the Council of North American Grain Exchanges was held at Chicago on February 7 and 8. The sessions were held at the Grand Pacific Hotel, with President S. P. Arnot in the chair and Sec'y Geo. F. Stone of the Chicago Board of Trade acting secretary.

Mr. Arnot opened the sessions on Monday, February 7, at 10:45 o'clock, with an address detailing the work of organization carried on since the preliminary meeting of last December and outlining in a very broad way what he thought might be the scope of the Council's work.

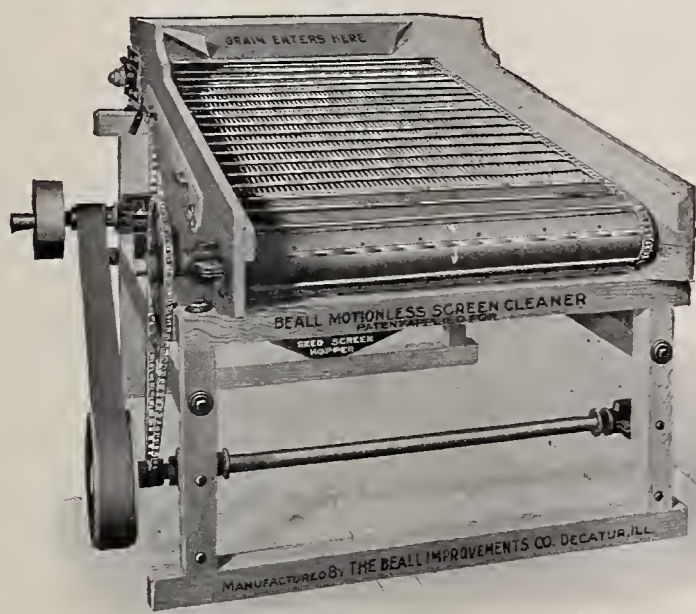
On the conclusion of Mr. Arnot's address, on motion of Mr. C. W. Lonsdale, president of the Kansas City Board of Trade, the roll was called, showing the following accredited representatives:

Chicago Board of Trade—Delegates S. P. Arnot, W. N. Eckhardt, J. C. F. Merrill.

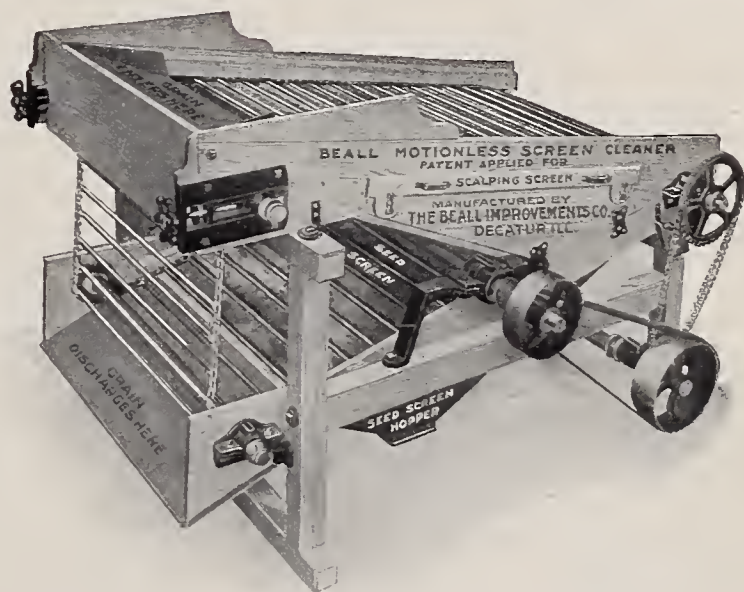
New York Produce Exchange—L. W. Forbell, E. Pfarrius.

St. Louis Merchants' Exchange—Delegates M. W. Cochrane, president; R. L. Moffitt, Bert Ball.

Kansas City Board of Trade—Delegates C. W. Lonsdale, president; F. G. Crowell.



BEALL MOTIONLESS SCREEN CLEANER—FRONT VIEW.



BEALL MOTIONLESS SCREEN CLEANER—SIDE VIEW.

In the new cleaner, the screens do not shake at all and it has been called the "Motionless Screen Cleaner." And the shakeless design of the Cleaner is so simple that the wonder is it was not the first thing thought of. Not only is it simple, but it is free from the jar and vibration incident to any kind of a shaker, and many other points of advantage are claimed for it.

In the Shakeless Cleaner the screens are absolutely stationary. The first screen is a grating with the metal bars set a sufficient distance apart to permit the passage of the grains of corn between them. The screen is tilted slightly in the apparatus so that the corn, cobs, etc., as they come from the sheller slide along the bars from the upper to the lower end.

The tilt of the screen is not sufficient to cause the corn and cobs to be carried forward by gravity. But they are carried by an arrangement of iron rods. The bars in the case of the Cleaner are five-eighth inch iron rods and these are fastened to a sprocket chain at each side of the screen. These rods so thoroughly stir and agitate the grain that it seems to melt away through the screen instantly.

One feature of the screen to which attention is called is that there can be no clogging of the screens as there is in any kind of a shaker. The bars which constitute the screen, while about an inch in depth, have the greatest width at the top. Anything which passes into an interstice at the top goes on through and the iron rods which march in steady procession down the screen and do not allow anything to stick.

The grain falling through the screen is carried by gravity down an incline and dumped upon a second and finer screen, which is tilted in the opposite direction from the first. This screen is intended to remove the particles smaller than the corn. That iron rod carried doubles back under the top screen

in service. Those in operation have worked fully up to the expectations of the manufacturers.

The annual statement of the Intercolonial Railway Elevator at St. John, N. B., shows a remarkable increase in the grain handled each year. In 1905, the first year of its existence, the elevator handled 72,214 bushels, while last year it handled 3,000,000 bushels.

This amendment to the Manitoba Grain Act has been passed by the Dominion parliament: "No grain shall be received into or shipped from a public terminal elevator or an eastern transfer elevator without being officially weighed, unless both the owner and the carrier, or their duly authorized agents, order otherwise."

Consul L. J. Keena writes from Chihuahua that in accordance with the policy of the Mexican federal and state governments of relieving the suffering caused by the partial failure of the corn crop of the past year, the state government of Chihuahua has entered the market to save the poor people from prices which they could not pay. The Junta Provedora de Semillas de Chihuahua reports the receipt of 10 carloads of corn, which will be sold to the poor at cost.

According to figures prepared by the Warehouse Commissioner there is now a total country elevator capacity in the Canadian Northwest of 54,234,000 bushels in the 1,763 elevators. The terminal elevators at Fort William and Port Arthur have a combined capacity of 23,135,700 bushels, making a total capacity for the Canadian Northwest of 67,370,600 bushels. There are 312 elevators in the province of Manitoba with 21,624,500 bushels capacity. The total capacity of the elevators in Saskatchewan is 24,279,000 bushels.

Toledo Produce Exchange—Delegates E. L. Camp, president; Henry L. Goemann.

Philadelphia Commercial Exchange—Representative, Samuel L. McKnight, president; Delegate W. M. Richardson.

Omaha Grain Exchange—Delegates F. S. Cowgill, president; E. P. Peck.

Minneapolis Chamber of Commerce—Delegates John R. Marfield, A. K. Poehler.

Duluth Board of Trade—Delegates S. H. Jones, president; A. W. Frick.

Baltimore Chamber of Commerce—Delegate Eugene Blackford, Jr.

Buffalo Corn Exchange—Delegates Chas. Kennedy, N. S. Churchill.

Memphis Merchants' Exchange—Representative A. S. Denyven.

Milwaukee Chamber of Commerce—W. M. Bell, president; Clark Fagg.

Montreal Board of Trade—Jos. Quintal, president; James Carruthers.

CONSTITUTION AND BY-LAWS.

The Council then proceeded to the adoption of a constitution. The document presented was taken up section by section. Each was debated thoroughly and exhaustively, the result being as follows:

Preamble.—The Grain Exchanges of North America, in order to secure uniformity of method, unity of action and intelligent co-operation of their membership and the general public, to harmonize inter-trade relations everywhere, and generally to promote the welfare of the trade in agricultural products and all those engaged and interested as producer, merchant and consumer, do by ratification confirm and establish this Constitution of the Council of North American Grain Exchanges.

Name.—The name of the organization shall be the Council of North American Grain Exchanges.

Objects.—The objects of the organization are to increase the efficiency and extend the usefulness of exchanges trading in agricultural products; to promote uniformity in customs and usage; to facilitate the adjustment of business controversies and differences that may arise between members of the various exchanges; to render enforceable the principles of justice and equity; to encourage the enactment of wise and helpful legislation; to enlighten the general public as to the important service ren-

dered by exchanges in handling agricultural products; to cultivate reciprocal relations between the trade of North America and that of other countries; to obtain by affiliation those greater legitimate advantages unattainable by separate and local effort; and generally to advance the welfare of the grain trade, its allied interests, and all those engaged in the production, handling, marketing and consumption of agricultural products.

Membership.—The active membership shall consist of any and all exchanges throughout North America and approved by the executive committee, trading in grain, or of allied interests, as shall qualify by ratifying this Constitution, agreeing to observe its tenets, provisions and regulations; and by payment of the fees and dues as herein provided.

Each exchange on becoming a member shall be entitled to send to the Council two delegates from its own membership, who shall serve for a period of one year and thereafter until their successors are appointed.

An exchange may withdraw from membership by giving three months notice in writing to the President of the Council, submitted through the chief executive officer of such withdrawing exchange.

Committees.—There shall be an Executive Committee which shall consist of the President of the Council and six other members to be elected from the delegates by a majority vote of the Council. This committee shall manage and conduct the business of the Council in accordance with the Constitution. Four members of such committee shall constitute a quorum. The President may, when necessary, take the vote of the executive committee by mail.

In case of disputes between members of different exchanges, the Executive Committee shall, upon application of all the parties interested, arrange for the hearing of such cases before a committee of an exchange, a member of this Council, of which none of the disputants are members.—the proceedings to be held under the arbitration rules and regulations of the exchange hearing the case. And such decision shall be binding upon the parties interested.

There shall be an Audit Committee appointed by the President of the Council, which shall consist of three members and whose office shall be to audit and report the financial condition of the Council when called upon by the President or Executive Committee and at the regular meetings of the Council.

All elective committees shall be filled at the regular February meeting of the Council.

The President shall appoint such other and special committees from time to time as circumstances may warrant.

Officers.—The officers shall consist of a President, three Vice-Presidents, a Secretary, a Treasurer and an Assistant Treasurer. All officers except the Secretary and Assistant Treasurer shall be elected by a majority vote of the Council at its regular February meeting and shall hold office for one year and until their successors are elected and qualify.

President.—The President shall perform such duties as usually pertain to the office of President; shall have power to fill all vacancies that may occur in any committee or office; shall be a member ex-officio of all committees; shall in conjunction with the Treasurer, or Assistant Treasurer sign all checks and vouchers for disbursements; he may call meetings of the Executive Committee whenever he deems advisable and on the request of two members thereof shall call a meeting of the executive committee; may call special meetings of the Council as circumstances may warrant, stating the object or objects for which the meeting is called, and he shall call such meeting upon written application of three members of the Executive Committee or of five exchanges, such application to set out the object or objects of such meeting.

Vice-Presidents.—The Vice-Presidents shall in the order of their rank perform the duties of the President in case of his absence or disability.

Secretary.—The Secretary shall be appointed by the President, subject to the approval of the Executive Committee. His duties shall be assigned by the President or by the Executive Committee, or both. The Secretary shall be ex-officio Assistant Treasurer.

Treasurer and the Assistant Treasurer.—The Treasurer, and in his absence or disability the Assistant Treasurer shall, in conjunction with the President, sign all checks and vouchers of the Council for disbursements and have general charge of the funds of the organization.

Disbursements.—The Executive Committee shall have power to fix salaries and make such disbursements as are proper and necessary under this Constitution to further its spirit and provisions. All checks and vouchers shall be signed by the President and the Treasurer or the Assistant Treasurer.

Dues and Fees.—All exchanges entering the Council shall pay an initiation fee of One Hundred Dollars (\$100) as a condition of membership. They shall pay in addition the sum of Two Hundred Dollars (\$200) annually as dues, payable at the regular February meeting.

Any Exchange failing to pay its dues within ninety days after the regular annual meeting at which such become due, or which shall fail and after its attention has been called thereto still fail to comply with the Constitution, By-Laws and Regulations, may, upon action of the executive committee, cease to be a member of the Council.

Meetings.—There shall be regular meetings of the Council twice each year; on the first Monday in February in Chicago and on the second Monday in September at a place selected by the Council at its February meeting. Meetings shall be convened at 10:30 o'clock in the morning, and meetings may be adjourned from day to day until the business is disposed of.

No exchanges shall be entitled to vote at any meeting unless represented by at least one of its delegates in person, who may also cast the vote of his

colleague by proxy; but under no circumstances shall a delegate be entitled to cast the vote of a delegate from any exchange other than his own.

Special meetings of the Council shall be called as provided for in this Constitution, and notice in writing of any such meeting shall be given at least six days prior to its date.

A majority of the exchanges which are members, represented by one or both delegates, shall constitute a quorum.

Order of Business.—The following shall constitute the regular order of business at all regular meetings of the Council:

- (1) Call to order.
- (2) Reading of minutes of previous meeting unless dispensed with.
- (3) Reports of committees.
- (4) Election of officers.
- (5) General business.
- (6) New business.
- (7) Adjournment.

Amendments.—This Constitution and By-Laws may be amended by a majority vote of the Council at any regular meeting, or at any special meeting, provided a copy of the proposed amendment has been furnished the several exchanges at least thirty days in advance of such meeting.

Naturally the first question to be decided was the matter of the obligation of the federated exchanges to the matters passed upon by the Council—are they binding *nolens volens*? enquired Mr. Crowell of Kansas City.

Mr. Arnot said it was thought at the September meeting that an organization could be formed that would bind the several exchanges to its action; but he failed to see how this can be possible. There is no way by which any exchange can delegate to any representative power to bind it to anything. The rules of all exchanges require a membership vote on essential things before anything can become operative or binding on the membership. No one can tell in advance how the membership of any exchange will vote on any question. The by-laws of all the exchanges would have to be revolutionized before they could delegate power to their representatives to bind them to any action by the Council. If the Council shall so conduct its business and deliberations as to win the confidence of the membership of the exchanges here represented the delegates might be able to exercise a sort of quasi-delegate power or moral control; but I don't see how this Council can do more than pass upon certain common questions and recommend action thereon to the exchanges in membership of the Council. The trouble in the past has not been that the exchanges differed so widely on common questions, but that there was no common ground or tribunal before which the exchanges could meet as a group and discuss their problems and having done so recommend to their exchanges individually the action so decided upon by the representation of all at the Council. We can't bind our exchanges, but our action will naturally tend toward uniformity of action.

The section devoted to the matter of arbitration brought out much discussion. There is still, it seems, some indefinable or sub-rosa objection, as a general principle, to arbitration *per se*, but when a special committee had reported the paragraph found in the Constitution as above printed, all agreed that the matter had been handled very skillfully. Arbitration between members of different exchanges, as there provided for, is entirely voluntary; but when an arbitration has been entered into and decided in the way provided by the Constitution, the parties must abide by the finding.

In the discussion of the amount of dues, it appears that of twenty-seven exchanges invited to join the Council only fourteen had accepted. Others could see no benefit to them; others could not afford the price; four exchanges overlooked the courtesy of any reply whatever to the invitation.

AFTERNOON SESSION.

In opening the afternoon session Mr. Arnot read a reference to the Council from the annual report of President Charles England of the Baltimore Chamber of Commerce, the concluding sentence of which is: "The wisdom of forming this new organization will become more apparent as its work progresses, and through it the individual members of the component organizations will be drawn into a closer friendly and business contact to the benefit of all."

Mr. Lonsdale of Kansas City moved that the Council proceed to the election of officers, and that

the officers serving since December be re-elected for the ensuing year.

Mr. Arnot begged to be excused from further service, on the ground that his business demanded his entire time. It is a new one; and the Council demands so much attention that he felt he would not be justified in accepting a re-election.

On motion of Mr. Goemann a committee was named to report nominations for officers, as follows: Messrs. Marfield of Minneapolis, Pfarrius of New York, Cargill of Kansas City, McKnight of Philadelphia and Moffitt of St. Louis.

Mr. W. N. Eckhardt offered the following resolution and moved its adoption:

Resolved, That the Council of North American Grain Exchanges does hereby recommend to the several constituent bodies that the hour for closing business on regular days (except Saturdays) be fixed at 1 o'clock Central time, on and after May 1, 1910.

Mr. Moffitt and Mr. Goemann said if Chicago would put such a rule into effect, the other exchanges would naturally and inevitably follow.

It appeared that Toledo, Kansas City, Minneapolis, Duluth, Buffalo and Philadelphia have tentatively agreed to this rule if the other exchanges will follow.

The resolution was passed.

MARGIN RULE.

Mr. Henry L. Goemann presented a resolution touching margins on transactions in cash grain; and copies were circulated of grain contracts in use by the Chicago Grain Shippers' Club which contemplates and probably will soon print upon the back of said contracts making it a part thereof a rule, or condition, making it the privilege of each party to said contract to call for a 5 per cent margin, based on market prices, to cover fluctuations on all shipments deferred beyond 30 days, said margins to be deposited at Chicago in any bank designated by the Chicago Board of Trade for the deposit of margins on "futures" transactions. The rule is not obligatory, but either party is privileged to make a call for margin at will. Mr. Goemann moved the adoption of a resolution recommending to the constituent exchanges the adoption of a similar contract and margin rule.

Mr. Peck of Omaha would like to have such a rule provide for the call of the margin through the secretary of the exchange of the market where the contract is to be consummated.

Mr. Bell of Milwaukee asked for information. How about a broker's deals? He contracts for me with the country dealers; sends in copies for confirmation by mail, and by the third day, I, as the broker's principal, know "where I am at." I then sell the whole lot to a different party. From whom are the margins to be called and where deposited? Is the matter feasible?

Mr. Crowell, Kansas City, said this subject was the keynote of the September meeting—protection of the cash grain men who are now doing business on a pure venture. Then it was thought to be the desire to have a compulsory margin rule. If it is a privilege only, to be exercised arbitrarily, it would be of no use—those who did not call margins would get all the business. He said the rule (1) should be compulsory—no discrimination in favor or against any one, and (2) the secretary of the exchange of the delivery market should be the custodian of the margin. The rule would not be a feasible one unless made compulsory by all exchanges.

Mr. Cochrane of St. Louis said he did not believe St. Louis would endorse a margin rule. The trade in the Southeast would not stand for it. A few years ago the shippers to the Southeast undertook to enforce sight-draft terms of payment for grain, but those who enforced those terms soon found that the other fellows got all the business.

Mr. Moffitt, representing the same exchange, begged to differ. His own house had been able to do business on demand-draft terms; and he thought the operation of a margin privilege would not endanger trade or be construed as a discrimination.

Mr. Pfarrius of New York gave a brief statement of New York dealers' experience with December and January contracts for corn, which had been defaulted in large amounts on an advance of 11c. a bushel, netting New Yorkers a loss of perhaps more

than \$50,000. We could not call margins, he said; it was not the custom of the trade; but as it turned out we found that the West was speculating with our money. We are willing to put up a margin of \$500 on every trade we enter into and think the sellers should do the same. We want the right to demand margins.

Mr. Eckhardt, Chicago, thought the only fair rule would be a compulsory one. But he regretted the tendency in practice to deal in long-deferred shipments. It is an evil that all conservative men in the trade, at the terminal markets and in the country, deprecate and are trying to get away from. As it is, grain is contracted to be sold long before it is matured, before there is any certainty that delivery can be made at all under terms of the contract, and sometimes trades are made by those who don't care whether they can deliver or not. He had doubts of the feasibility of enforcing a compulsory rule as proposed.

Mr. Kennedy of Buffalo approved the proposed rule.

Mr. Eckhardt called attention to certain terms of the Shippers' Club contract which he held in his hand, that contravened the Trade Rules of the National Association relating to partial defaults, and expressed his regret that a new contract should be made that created such confusion. It appeared, however, that the copies of the Shippers' Club contract circulated in the room had no such clause or anything like it; so it was inferred the Club has two forms in use—one for country shippers and one for Eastern buyers, perhaps.

Mr. Richardson of Philadelphia thought the margin rule would not go in Philadelphia.

Mr. Forbell thought New York would not adopt it.

Mr. Goemann said the cash business is changing so fast that the trade is drifting away from futures into cash, and for that reason the margin privilege will become absolutely necessary to the conduct of the cash business in the future. Therefore the time to act on this matter is now. He moved a committee of five to report on a form of contract and margin rule to be recommended to the exchanges for their adoption.

On suggestion of Mr. Forbell and motion of Mr. Eckhardt the committee were directed to report on the two subjects separately.

The chair appointed the following committee: Messrs. Goemann, Forbell, Eckhardt, Lonsdale and Peck.

After some further discussion the matter was referred to the committee.

Mr. Merrill, Chicago, said the Council should take some notice of the pending legislation at Washington inimical to the business of the public exchanges. He said that while in Washington recently he asked Mr. Scott of the agricultural committee of the House if it was true that at a meeting at the White House it was said that such legislation would be more injurious than beneficial? Mr. Scott replied that such a meeting had been held and that the Attorney-General had pointed out some constitutional objections to the pending bills; nevertheless, Mr. Scott said he intended to press his bill to prohibit trading on the exchanges in commodities for future delivery. February 9 had been set for hearing objections to the bill, but Mr. Scott said the committee would hear a delegation from the Council at any time within a reasonable time. Mr. Merrill offered the following resolution, which was adopted:

Resolved, That each exchange, a member of this Council, send one delegate to Washington to make representations against the bill to prohibit the buying and selling of grain products for future delivery.

Mr. Moffitt presented by request a rule to be recommended to the exchanges looking to uniform commissions for handling cash grain, etc.

On motion of Mr. Forbell consideration was postponed until next day.

Mr. McKnight of Philadelphia referred to the matter of Federal inspection of grain as one the Council should consider.

Mr. Merrill of Chicago said the subject at Washington had appeared only in the Senate, and was in charge of Mr. Dolliver. It is not expected to pass that body. In the House the bill would go to Mr. Mann's committee and he is opposed to the principle.

Nothing is expected to come of the bill at this session.

After presentation of matters to be acted on at the future sessions, the Council adjourned for the day.

In the evening the Council was entertained informally at dinner by the Chicago Board of Trade.

TUESDAY MORNING—SECOND DAY.

President Arnot called the meeting to order at 10:30 o'clock Tuesday morning.

On motion made by Mr. W. N. Eckhardt and passed without a dissenting vote, it was determined to print fully 5,000 copies of the Constitution and By-Laws of the Council of North American Grain Exchanges for distribution to all exchanges and among Congressmen and other interested parties. It was also provided that bound copies be placed for reference in the Congressional Library at Washington.

President Arnot next read a telegram from Manning W. Cochrane, president of the St. Louis Merchants' Exchange, in reference to the coming rate hearing before the Interstate Commerce Commission, asking that the date of such hearing be fixed. Referred to committee.

Mr. Henry L. Goemann reported for the Committee on purchase and sale margins as follows:

We recommend that all contracts, whatever their form, for cash grain for shipment after thirty days shall contain the margin clause, so that a call can be made at any time during the life of such contract.

On such contracts both the buyer and the seller shall have the privilege to call for margin of five (5) per cent of the value of the property contracted for and to cover further market fluctuations, based on the market price in the market specified in the terms of the contract until final adjustment of such contract has been made. When the contracts are closed and all settlements made, the margins shall be endorsed for the benefit of the party depositing the same.

Margins must be deposited within twenty-four (24) hours, as provided for by the rules of the various exchanges.

Legal holidays in seller's or buyer's place of business shall not be counted.

On this recommendation a long debate ensued. President Bell of the Milwaukee Chamber of Commerce and Mr. W. M. Richardson of Philadelphia opposed the discretionary clause, claiming that the embodying of such a clause in the contract compelled a call for margins. In reply to this objection Mr. W. N. Eckhardt of Chicago suggested that the discretionary clause be printed upon the back of the contract. On a call for the question the original resolution as presented by Mr. Goemann was carried.

Mr. Goemann further reported that his committee had been unable, on account of the short time at their disposal, to take up the matter of a confirmation or contract blank.

President McKnight of Philadelphia next presented a resolution to the effect that it be the sense of the Council of North American Grain Exchanges that Federal inspection of grain is inadvisable and that the Council recommend to each exchange the sending of a delegate to Washington to protest against it.

In the discussion on this resolution Messrs. Frick and Moffitt of Duluth and St. Louis respectively spoke in favor of Federal inspection. Mr. J. C. F. Merrill of Chicago called attention to the fact that Federal inspection would in no way cure the ills in intra-state business. Mr. Marfield spoke for Minneapolis, explaining the attitude of the millers of that city and stating that the Minneapolis Chamber of Commerce could not go on record as opposed to Federal inspection. On the motion of Mr. Marfield the resolution was tabled by a vote of 14 to 4.

CONSERVATION OF THE FARM.

Next in order came a paper by Mr. E. Pfarrius of New York City on "The Conservation of the Farm," as follows:

There seems hardly any doubt in the minds of our grain and provision merchants that the high cost of living cannot be reduced by politicians, although legislators may find means to prevent corners or pernicious combination deals; nor can the loud voices of suffragettes put down the prices of beef, when the country shows this January 8,000,000 less breeding cattle than last year at this time. We must face our present economic conditions in a different light; and, without expressing any pessimistic ideas whatever, we, however, see the time has come

for most serious endeavors to improve our agricultural conditions.

It may seem to many farmers attractive to move from the United States high up into Canada in hunt for virgin soil; but there is, according to our greatest scientists and soil authorities, not one inch of soil in the United States, and, therefore, near home markets, which cannot, by modern cultivation and fertilization, be made as productive as it has originally been in Indian times. Other nations have experienced great deteriorations of their soil, and history tells when the English had hundreds of thousands of skeletons of human beings and of animals ground to provide for fertilizers on their fields; but scientists have nowadays come to our rescue, and assist humanity in most effective ways.

One of our Council's great objects is to increase the efficiency, extend the usefulness of the exchanges trading in agricultural products, and generally to advance the welfare of the grain trade, its allied interests and all those engaged in the production, handling, marketing and consumption of agricultural products.

If Mr. James J. Hill has been reported correctly, he predicts within twenty years 125,000,000 people, and before the middle of the century more than 200,000,000 people must find room, food and employment in the United States. Mr. W. C. Brown, president of the New York Central Railroad system, is reported to have made the following statement at a recent New York banquet, after quoting the enormous falling off in exports of grain and the larger home consumption: "If the converging lines of production and consumption in the United States continue to approach each other as they have during the past ten years, long before the present decade the last vessel loaded with agricultural products of this country will have left our shores, the great exporting grain elevators in our seaport cities will stand empty, and this nation, like those of the old world, will be looking for a place to buy the necessities of life."

The predictions of such authorities as Mr. Hill and Mr. Brown, both of whom I visited within the last week, are direct signs of warning and do not come a day too soon. Whatever work the Council of the North American Grain Exchanges can undertake to heed these warnings, and in fulfillment of their calling to assist, and to bring about an improved economic condition of the country, or point out a way for slow but sure improvement in this important problem, such steps ought to be taken without delay and with all the energy at the Council's command.

The United States produces an average annual yield of about 14 bushels of wheat per acre (in some parts of Virginia only 9 bushels are raised per acre), while England is reported to yield about 32 bushels; Germany about 28; Holland about 34; France, in some parts very high, but averaging about 20 bushels per acre. In some parts of the states of New York and of New Jersey, under modern cultivation and fertilization, highly satisfactory yields of all crops are obtained. I know of a farm 120 miles from Chicago, where, on about 400 acres, 70 bushels of corn per acre were raised last year, and on 10 acres of the same farm as high as 96½ bushels, although the average yield in Illinois, for last year, was 38 bushels.

We know what the model farms show in results and how modern farming in many, many places has turned out splendid crops, at the same time greatly benefiting and building up the soil, thereby vastly enhancing the property's value.

Considering all conversations and letters I have had lately, I venture to say that the Council of North American Grain Exchanges can accomplish a great deal.

Let us, by plain literature, in every quarter, assist, educate and serve the farmers; endeavor to reach their ear that they may make a trial test of modern farming of one-quarter or one-tenth part of their property and half the battle will be won!

The farmers are today generally considered well-to-do, if not rich; but every one of them feels still that his pocket can stand more profit, especially if he sees that without much greater expense he can raise twice as large a crop on the same number of acres as before. I am a firm believer in the farmer's alertness, energy and his desire to make money. His energy has again been shown lately by his having planted this year two and one-half million acres more in winter wheat than he planted last year. His practical sense he has proven best, when he was told to plant durum wheat on dry land, in many cases never cultivated before, when within nine years' time he increased the production of durum wheat from 600,000 bushels to about 52,000,000 bushels. Let him first try modern fertilization and cultivating and he will never give it up, but improve on it at every stage.

How can we reach the farmer's ear and how gain his confidence for trial tests?

The Washington Agricultural Department, the State Commissioners, the directors and assistants of Agricultural Experiment Stations, with their high-minded personnel and excellent equipment, certainly accomplish a great deal; but do they and have they generally persuaded the farmers in the West and Northwest to new methods of farming? Are their informations and lectures not worded in too technical and academical language? I refrain from giving my own opinion on this, but I am afraid that many an official lecture is not understood and in consequence is of little use to the plain farmer who comes from far to learn, not being able to study out the problems at home.

Illinois writes, "that you can almost count on the fingers of your right hand those farmers who visit the 'soil special trains' with a corps of instructors."

The different large sellers of fertilizers, whom I saw in New York (not finding time to visit the Virginia-Carolina Chemical Co. in Richmond, Va.), are the next parties, who, through their literature, and

especially through their selling agents, talk to the farmers about new methods to cultivate and fertilize. Their business has, of late, been enormous to meet the agricultural demands. In fact, some companies are 25 to 30 per cent behind in deliveries of fertilizer. Most of the Eastern states buy high-grade fertilizers with best results in crop. The fertilizing factories in Detroit and St. Louis sell mostly low grades, and the agents have hard work to persuade the farmers to buy anything. They are looked upon as interested parties who want to sell the goods, while the instructing official, as above stated, in too many cases is not understood.

Here is where the associated grain exchanges should fill the gap, and, as entirely disinterested parties do good work. They have influence with railroads, whose interest in large crops is identical with the farmers, to encourage modern fertilization. Perhaps the name of "Grain Exchanges" is objectionable to the farmer; we, in our present attitude, do not wish to be considered enemies, but assistants in the true sense of the word; their cause is ours and the country's cause; their loss in soil and crops is everybody's loss!

The exchanges have their friends and connections all over the country with interior elevator owners, with dealers and farmers. Give the latter to understand by plain language, letters and literature, that our country imperatively needs larger yields of all grain crops, that these are positively within reach, the experimental stage is passed, the land is here, farmers can well afford a first outlay for fertilizing, the railroads as well as the fertilizing companies will certainly assist. It simply needs a beginning to farm on modern methods one part of their land when the result will be proven, and, as in other countries, very much larger yields will follow every year, while at the same time and interval the now depleted soil will be built up within comparatively few years. Of course, your Council does not intend to antagonize agricultural officials or fertilizing companies. On the contrary, you would work with them in full harmony, request the board of directors of every railroad to bill-board at railroad stations and at village street corners in big letters, something in effect, like: "Farmers, improve and save your soil! Help the country! Try modern farming! Raise thirty bushels wheat per acre and seventy bushels corn, as others do!"

Let rich farmers, elevator owners, railroads and influential milling concerns begin modern farming as demonstrations to the farmers in the neighborhood; such experiments cannot be expensive; in fact, they will turn our remunerative.

Mr. A. D. Hall, Director of the Rothamsted Station, in the neighborhood of London, states in his book of 1908 that plots at Rothamsted which have been cropped without manure for more than fifty years show for the first twenty-two years 14½ bushels of wheat per acre, and later from 11½ to 12¼ bushels. This experiment proves how much fertility is given to the soil by nitrogen in the air, by rain, by plowing, for the soil "is not a dead mass; it is rather a busy and complex laboratory where a multitude of minute organisms are always at work; these all act and react upon one another and upon the crops." Not far from Rothamsted are fields farmed on the new methods of fertilizing, with yield of 32 and 35 bushels per acre. (The above shows what large farms in the Northwest will, before many years, yield, if left without fertilizing, as is done now.)

Let us contemplate and fully realize what such difference in yield would mean to our country; how many thousands of acres are deteriorating—have been depleted and abandoned. The farmer may question the usefulness of increasing or doubling his crops, as prices of his products might decline in proportion to the generally larger crops, which therefore would not benefit him financially. History has proven, by rare cases, where farmers have not received ample remuneration for their work. If by large crops the price is reduced, other necessities of life are bought cheaper by the farmer. Have grain prices declined in Europe since they raised 28 and 32 bushels per acre? Their population increases like ours; and let us not forget that a small crop prevails almost every five years.

The president of the New York Central lines told me that the railroad had bought about two thousand acres of land in the state of New York and will work farms this year at three points,—Rochester, Syracuse and near the Adirondacks. By doing scientific farming they intend (not for the profit's sake) to demonstrate to the neighboring farmers what yields can be raised, in order to induce the farmers to adopt the same methods, after they actually see the results. The railroad will start also at other places, putting on the work young men who have been at college. Mr. Brown hopes and will try to get all the different chambers of commerce in the state of New York represented at a meeting in New York to agitate everywhere similar demonstration farms, when probably other states will soon follow in the same path.

Our large tracts of land are naturally treated differently than those in European countries, where small farms and grounds constitute the people's all, but they cultivate their soil with the greatest care and work it to the highest fertility. I am told that in a French province a farmer, after selling his property, has the right to take along to another place the top soil of his late farm. This sounds like a musician, after selling his house, takes along his piano, which he knows well, and on which he is accustomed to play!

It is left to the Council to study thoroughly and recommend the modern method of farming. From the books I read and the conversations I have had on the subject, the cardinal conditions are:

First—Careful cultivation of land, with rotation of crops.

Second—Generous, high-grade fertilization at beginning where manure is insufficient.

Third—Careful selection of best seeds.

This careful selection of good seed is of much greater importance than many imagine. I know of one scientific farmer, who, as he acknowledged, spoiled his crop because he was in a hurry and put in seed not inspected before. What is the good of plowing the ground, buying fertilizers and planting seed of medium quality? On some farms they put aside for seed the ears of corn from plants which bear two ears, and do not use ears from plants which bear only one ear. Others, after cutting barley or rye, pick out and put aside the healthiest stalks and use their grain for next year's seed. It is certainly not enough to buy seed at a country store and plant such without carefully selecting and cleaning; a dead barley corn cannot yield result; still the country store sells it for barley. The best seed is the cheapest, whatever the price.

As the soil, climate and other conditions vary so much at different places, different methods, readily investigated, for first fertilizing, may have to be adopted. The farmers must be advised as to the functions and purposes of the various experimental stations which are intended to be entirely at the farmers' disposal, which, however, does not seem to be generally understood that way.

On one point all soil authorities seem to agree: It is the advisability of planting one or two crops of greens—that is, clover, peas, grass, alfalfa, with the roots generally rich in nitrogen, well plowed into the soil, which, with a light amount of high fertilizer, will then be ready for good crops of wheat or corn; next year oats, and then again clover for one year. On this plan the soil is enriched, while fertilizing does not cost more than \$1 to \$1.50 per acre. Without the greens, the original fertilizing cost will be much higher. Of the many ingredients for fertilizers, like fish scrap, cotton seed meal, dried blood, tankage, and so on, there are three which form the basis for all planting; that is, acid phosphate, muriate potash and nitrate of soda. Regarding the ample supply of these three important articles, the following may be of interest:

Phosphate.—There are about one hundred mines of hard phosphate rock in Florida, and most of their product is shipped via Jacksonville and Fernandina to European ports, who use principally the highest grade of phosphate. The lower grades of river pebble or land pebble phosphate are mined in Southern Florida and about half a million tons left last year via Tampa for Europe and half a million tons were shipped to domestic American ports, mostly north. From the above it is shown that our country sends out to foreigners vast quantities of this most valuable article, which never can be replaced.

There are large phosphate deposits in Tennessee, shipments of which are sent to the Middle States; smaller deposits in South Carolina. Then, again, large deposits, in Utah, Wyoming and Idaho, which, according to ex-President Roosevelt's decision are kept intact as one of the country's most precious assets and not open to private mining.

Investigations have shown that the fields in the Middle West are greatly depleted of their original phosphoric contents, and what has been proven in Ohio, Illinois and Wisconsin must be true of other states whose fields have been worked for some time. While it looks as if we had not one pound of phosphate to spare to foreign countries, we need the latter for import of potash and nitrate of soda.

Potash.—Potash has been sold to the United States in large quantities from German mines. It is to be hoped that no tariff war with Germany will arise and in consequence increase the cost of this valuable fertilizer. This question has been settled in the meantime.

Nitrogen.—Nitrogen is to the plant what blood is to the human body. There exists some anxiety as to the future ample supply of this most important article, especially if the demand from our large farms should become more pressing. The guano fields of Peru and the nitrate deposits of Chili have helped the world for the nitrogen, essential for fertilizer and explosives. In 1907 the world's total consumption was 1,660,000 tons of 2,240 pounds. The United States imported in 1898, 147,500 tons; in 1907, 364,600 tons. The price increased from \$15.50 per ton in 1898 to \$40.70 in 1907, and in that time the United States imported an amount totalling \$80,916,000. The price now is about \$42. The consumption is rapidly increasing to meet the demand of agriculture, and it is estimated that without figuring any further advance in price, the United States will pay over \$450,000,000 for nitrogen during the next twenty years. This is a tremendous amount of money for explosives and fertilizing.

Thus far Norway has been the sole competitor of South America in selling nitrogen. It is nitrogen gained from the air near Norwegian waterfalls. At Notodden a hydro-electric power plant has been successfully at work for some time. During the coming year a larger plant at Rindal in Norway will be in operation, with 140,000 horsepower from ten turbines. This plant may be extended to 250,000 horsepower, which by a new process will produce 18 per cent nitrogen as against the first results of 13. Further places with considerable water power have been acquired by rich and influential companies, in Matro and Tinn in Western Norway, and after development of all these water powers, with an outlay of many million dollars for constructing dams, flumes and so on, there will be, before long, more than four hundred thousand horsepower available in Norway for the fixation of atmospheric nitrogen. Figuring about 650 tons nitrogen for thousand horsepower annually, this would mean a production of about 260,000 tons from Norway, which, however, can be greatly increased from other Norwegian places.

Southern Germany will soon show a hydro-electric plant of 50,000 horsepower, where the water power at the Alten River will soon be utilized. At Niagara a plant with 60,000 horsepower will soon be at work. Everywhere the world's electric chemists are alive to the growing need of this most valuable article,

especially as the Chili deposits show signs of limitation; but Norway seems to be the principal field for future development to provide large quantities of atmospheric nitrogen. I have traveled twice through Norway and seen the high plateaux of snow and waterfalls. Unlike in other countries, there is hardly any demand for electric power for industrial purposes; cheapness in production is the keynote in Norway.

According to some reports there are signs that farmers are less wasteful generally and show especially more economy with manure. Others assure me that much waste from city markets and streets is utilized for farms. In Adelaide and Melbourne, Australia, all sewers are emptied through pipes fifteen miles from the cities, where a factory prepares all matter, to the great benefit of grain fields and fruit trees. How many millions of dollars are wasted through the sewers of New York City! Besides that the water in the bay and neighboring shores is badly polluted.

The increasing population may confront future generations with problems to utilize the contents of city sewers, but from my above remarks you see that we need not have serious fears regarding an immediate lack of the three most important ingredients to build-up our lands. We must, first of all, win over the farmers to our ideas, to give more tonic to the soil in their own interests; to, however, not fail to encourage young people to visit agricultural lectures and colleges, and if once instructed they will acquire land which in some parts of our country,—yes, right in New York state, near our highest market, or in Ohio and Wisconsin, is obtainable at pretty low cost.

Rome was not built in a day; but the chances for our young people are a thousand fold better than in the cities, as modern farming, as some argue, "almost insures a crop." A plant well fertilized is known to withstand climatic changes much better.

Let capitalists unite and buy depleted or abandoned land, lend it to scientifically educated young people on a basis of 20 or 25 per cent return of net crop results, as the beet sugar people have done years ago in their line.

It is strange that while the aggregate value of our farm products during the last twelve years with constantly advancing prices has increased about 50 per cent the productivity of our soil per acre declines, while that of other countries, with modern treatment of soil, increases. In 1870 to 1902 the United States shipped large quantities of rye to European countries; this year Germany, with another large crop and a method of modern farming, raises again, like last year, about 425,000,000 bushels of rye, and is exporting to neighboring countries, and would ship to us if our duty of 10 cents a bushel of 56 pounds did not prevent it. The German producers are well-to-do and happy; emigration has stopped. During the last ten days we came within one-half cent per bushel of bringing back American winter wheat from England, as prices here had advanced so much more than the foreign miller was willing to pay. We this month imported from Canada oats in spite of 15 cents duty per bushel of 32 pounds. From Argentina, about one and three-quarter million bushels of flax-seed, worth about two and three-quarter million dollars, have lately been ordered for shipment during the coming four months to the United States,—in spite of duty of twenty-five cents per bushel of 36 pounds. For many years we have exported large quantities of flax seed. For instance, from our 1902 crop, we exported over 4,000,000 bushels and from our 1905 crop six and one-half million bushels.

From the above statements you can foresee the danger point, especially if the United States should have a year of poor crops. In 1900 we had a crop of 522 millions wheat; in 1904, 552 millions wheat. Now our population is much larger. Therefore, the issue before you is all-important and there is no time to lose to provide remedies. Will the farmer, under such circumstances, remain indifferent and stand scientifically so much behind those of other countries, who earn double the yield per acre? We must reach the farmer and win his ear. Every living soul in our country, rich or poor, will thank you for your earnest endeavors to promote and aid in the solving of this great problem.

Mr. Pfarrius' paper created a profound impression. At its close Mr. F. G. Crowell of Kansas City moved that the hearty thanks of the Council be extended to Mr. Pfarrius, and that provision be made for the printing and wide distribution of his address. After a considerable discussion on the ways and means thereto, it was moved and voted that the incoming president appoint a committee of five to have full power for distributing Mr. Pfarrius' address in various forms and to take charge of an aggressive campaign, along the lines laid down by Mr. Pfarrius, for further publicity and education. The aim of this committee will be to reach the farmer from every angle, through the grain dealer, the miller and the railroads.

Mr. Marfield then reported for the Committee on Nominations recommending that the officers for the ensuing year be as follows:

President—James Bradley, Chicago.

First Vice-President—John Marfield, Minneapolis.

Second Vice-President—Frank I. King, Toledo.

Third Vice-President—Charles Kennedy, Buffalo.

Treasurer—W. M. Richardson, Philadelphia.

Executive Committee—F. G. Crowell, Kansas City;

E. Pfarrius, New York; Charles England, Baltimore; E. P. Peck, Omaha, and S. H. Jones, Duluth.

It was moved and seconded that the secretary cast the entire ballot for the officers selected. Carried and so done.

Mr. Marfield then moved a rising vote of thanks and appreciation to the retiring president, Mr. S. P. Arnot, which was heartily carried.

The meeting then adjourned until 2:30.

THURSDAY AFTERNOON.

The afternoon session came to order at 2:30. President Bradley was introduced by the retiring president. At the request of President Bradley, Mr. Arnot kept the chair for the rest of the session, in order to expedite the unfinished business yet to come up.

Mr. Forbell of New York presented the following report:

New York, January 28, 1908.

At a meeting of the grain trade held this day, the following proposed amendment to the rules of the grain trade was adopted:

Amend Rule 2 by adding the following as Section 2: "It shall be the duty of the committee on grain to appoint one or more sub-committees, of three members, with power to fill temporary vacancies by appointment, representing the same interest as the absent member, one member of such committee to be a member of the committee on grain. It shall be the duty of such committees, or sub-committees, to meet daily at the close of the market to establish the market differences on the various arrivals of grain of that date; and they shall file a copy of the same with the secretary of the Exchange who shall cause it to be posted on the bulletin board for the information of the members of the grain trade."

The matter was explained in detail by Mr. Forbell, but action was postponed until a resolution could be framed.

Mr. Moffitt of St. Louis then presented the following resolution:

Resolved: That it is the sense of the Council of North American Grain Exchanges that a comparative market report of all exchanges be prepared daily, giving the opening, high, low, close, preceding close, and close a year ago, and also the cash ranges of the various grades of wheat, corn and oats in each market, in a tabulated form, to be published as the Official Market Report for the day. That the various news services of the United States be furnished with this information at all primary markets free of charge, and that this report be sent out over the wires in tabulated form preceding grain news of any other nature.

That each exchange request the newspapers in its territory to publish this table daily at the top of the grain market report.

Further explanation of this resolution was made by Mr. Ball of St. Louis, who pointed out the advantages of a uniform presentation of market reports in the daily press. The resolution was put to a vote and carried without dissent.

Mr. J. C. F. Merrill of Chicago then presented a resolution in favor of Uniform Grades as follows:

Whereas, The variable rules governing the inspection of grain throughout the United States have been the basis of much irregularity in the application of grades to grain arriving at the central markets and distributing points; therefore, be it

Resolved, That the Council of North American Grain Exchanges hereby expresses its approval of uniform phraseology in the rules for the grading of grain.

The above resolution was carried after a short discussion.

Next in order came the discussion of the resolution favoring uniform commission rates on grain by all exchanges, as presented by Mr. Moffitt on the preceding day. This resolution provoked lively opposition, many thinking that the adoption of such a measure would be inadvisable. As a substitute for the original resolution Mr. Bell of Milwaukee offered a resolution to the effect that the executive committee be requested to investigate conditions as regards fair and uniform commission charges, and report at the next meeting of the Council. This was also opposed and was lost on the vote.

Mr. Forbell then presented a resolution embodying his former report as follows:

Resolved, That the rule relating to the establishment of market differences on arrivals of off-grade grain to be applied on contracts now in force on the New York Produce Exchange be recommended for adoption in principle by the Council of North American Grain Exchanges to the various exchanges affiliated with it.

This resolution was opposed on the ground of being impracticable for some markets, and was lost on the vote.

President Arnot next called the attention of the Council to the recent report of Commissioner Herbert Knox Smith on the trading on grain exchanges. President Arnot highly commended the report and took occasion to plead for a general housecleaning and elimination of evil features by the various exchanges.

Mr. Crowell and Mr. Kennedy also spoke along the same lines.

The Council was invited by Mr. Forbell to hold its next session on the second Monday in September in New York City. A resolution accepting with thanks the invitation extended by the New York Exchange was made and carried.

The report of Treasurer W. M. Richardson showing a balance of \$1,400, was presented and filed, and other bills turned in for auditing.

Mr. E. P. Peck of Omaha presented a resolution directing that copies of the minutes of the meeting, together with the Constitution and By-Laws, be made and sent to each exchange represented and distributed among prospective members of the Council. Carried.

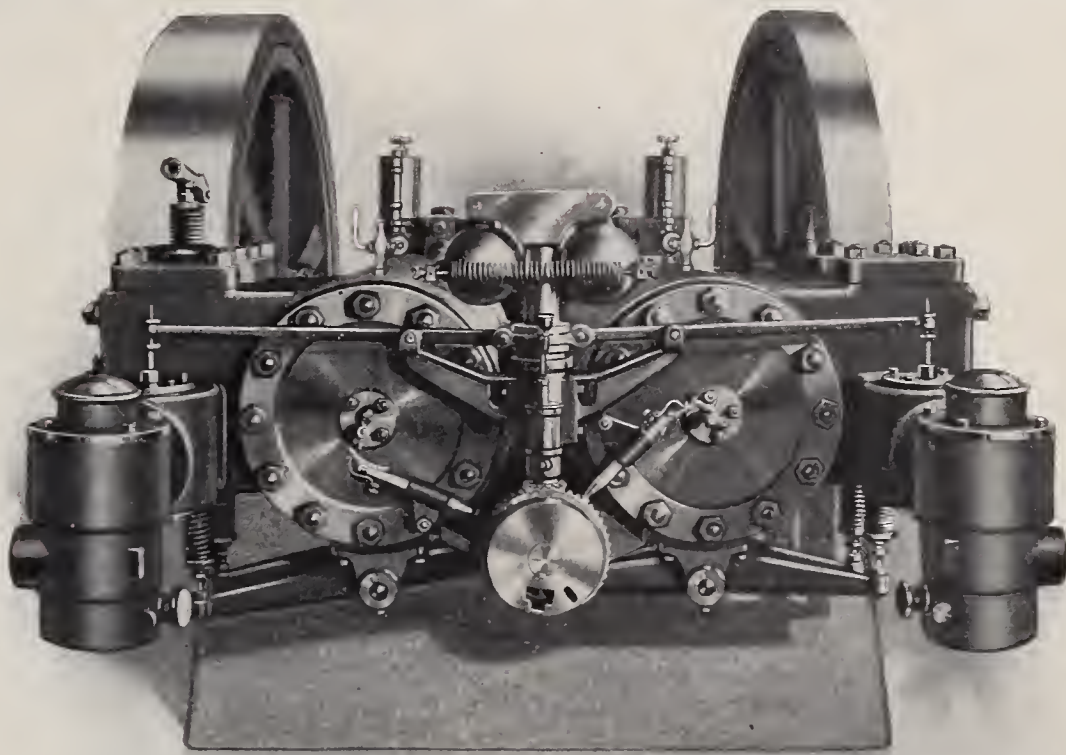
Moved by Mr. Crowell of Kansas City that the question of dispensing with traveling men by the

THE ST. MARYS DUPLEX GAS ENGINE.

There seems to be considerable interest shown in the duplex type of gas engines, having two cylinders placed horizontally, side by side. This arrangement gives a very even turning movement at the fly-wheels, due to the fact that the cylinders fire at 360° apart and cranks thrown on the same side.

The St. Marys Machine Co., whose factory is at St. Marys, Ohio, have gotten out a line of this type of engines, operating on the four-stroke cycle. They are readily adjustable for use with natural gas, producer gas, gasoline, kerosene, distillate and crude oil. It has been the aim of the designers to eliminate the faulty construction that has hitherto given rise to trouble, and caused prejudice against the present gas engine.

In this engine the massive crank-shaft is placed in the main bearings, of which there are three, and are split at 45°, which takes care of the heavy thrust of the pistons without the use of quarter-boxes which are difficult to adjust. The lay-shaft for operating the cams is common to both cylinders, and is between the latter, having on it cams for



THE ST. MARYS DUPLEX GAS ENGINE.

various exchanges be taken up by the executive committee and reported on at the next annual meeting. Carried.

Moved by Mr. Eckhardt of Chicago that the Constitution be changed as to election of auditing committee. Carried.

A motion that an auditing committee be appointed by the president to go over the books of the Council and report before the end of the next annual meeting was made and carried.

President Arnot then brought up the matter of a permanent headquarters for the Council and the selection of a secretary. After considerable discussion, it was moved by Mr. Marfield of Minneapolis that the headquarters for the ensuing year be established in Chicago. Carried.

Mr. Camp of Toledo spoke of the matter of a blacklist for undesirable traders, but no action was taken.

Adjourned to regular meeting in course.

At a Kansas farm "sale" the corn on the place brought 75c. a bushel, or nearly 10c. above Kansas City market on same day. "This," said the local reporter, "was undoubtedly the highest cash price ever paid for corn in Douglas County and perhaps in the state. It indicates the demand that there is for it and it is striking evidence to show why the cost of living has increased in recent years." Perhaps so; but no one who is acquainted with "sales" will think it anything else than simply the "sale habit" of bidding.

lifting both inlet and exhaust, governor gears, and eccentric for operating the fuel feed pump. The shaft gets its motion from a pair of spiral gears one bronze and one steel revolving in a bath of oil.

The governor is driven by a pair of silent cut-bevel gears, and is located near the valves it controls. These valves, which are of the balanced type, allow very sensitive manipulation by the governor and throttle by the constant quality method.

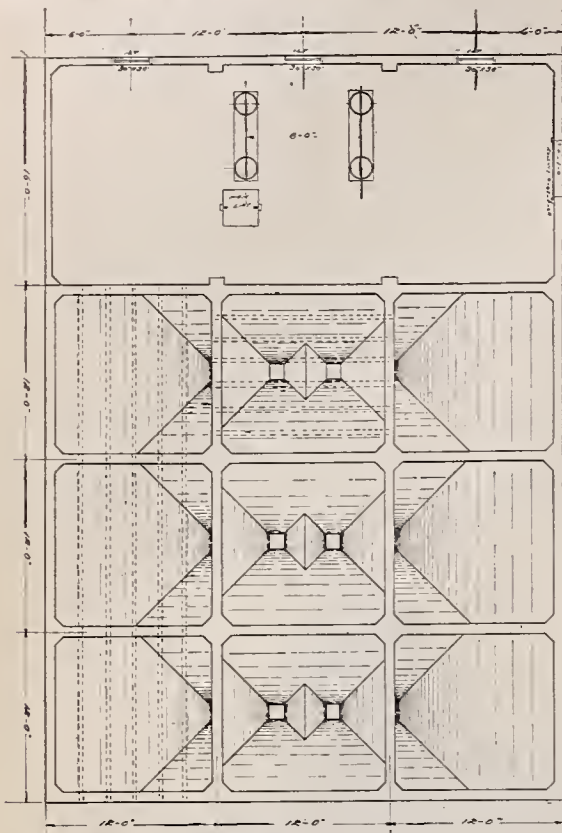
Ignition is of the make-and-break type, being accomplished by heavy levels which trip the hammers and cause very rapid breaking of contact. The igniter levers are driven by eccentrics of the lay shaft.

These engines are meeting special favor for electric lighting purposes and this company attaches heavy fly-wheels for the purpose when specified. These engines regulate within 2 per cent from no load to full load, and are successfully driving alternating current generators in parallel operation, the most exacting requirement known. They are built in sizes of 90, 100, 125 and 150 hp. units. Circulars and further information on application.

At the annual meeting of the directors of the Millers' Mutual Fire Insurance Company of Alton, Ill., held on the 19th, the following officers were elected: George Postel, Mascoutah, Ill., president; H. B. Sparks of Alton, vice-president; A. R. McKinney, secretary and treasurer; G. A. McKinney, assistant secretary.

R. U. KEVIL & SONS' CONCRETE ELEVATOR.

The accompanying cuts represent the concrete elevator being built by R. U. Kevil & Sons to be used for storage in connection with their mill.



R. U. KEVIL & SONS' ELEVATOR BIN PLAN.

The capacity of the plant is 40,000 bushels; the general dimensions are, length 52 ft., width 36 ft., height to top of bins 45 ft.

The equipment consists of two legs of 1,500 bushels' capacity per hour, one automatic scale, three

for itself; the doors are rolling steel doors of the "Kinnear" type, while the windows have steel frames fitted with wired glass.

The designers and engineers are the Burrell Engineering & Construction Co. of Chicago.

ASSOCIATION OF KANSAS HOLDS THIRTEENTH ANNUAL MEETING.

Kansas grain dealers met in thirteenth annual convention at Kansas City on February 8, 9, 10. A not very large attendance greeted President R. E. Cox of Elsmore when he called the first session to order on the afternoon of the 8th, but the following day increased the number present to its usual large proportion.

The grain men of Kansas were welcomed to the city by E. D. Bigelow, secretary of the Kansas City Board of Trade. Mr. Bigelow regretted that C. W. Lonsdale, president of the Board, was not able to be present to welcome them, and in his absence, extended the hospitality of the Board and of the city. He spoke of the indebtedness which the Kansas City Board of Trade felt to the grain men. They are always welcome on the Board and whenever the Kansas City dealers could do anything for the country grain men, they need only speak the word.

President Cox responded to the welcome and emphasized the cordial feeling of good will which existed between the Kansas City receivers and the Kansas grain dealers.

Secretary E. J. Smiley then read the minutes of the last annual meeting, which were approved as read.

PRESIDENT'S ADDRESS.

President Cox read his annual address as follows:

Gentlemen of the Convention:—Again we assemble in annual convention with one more year added to the history of our organization. Each year has brought forth new problems to solve and more work to perform, but we should feel thankful for the success that has been attained during the year

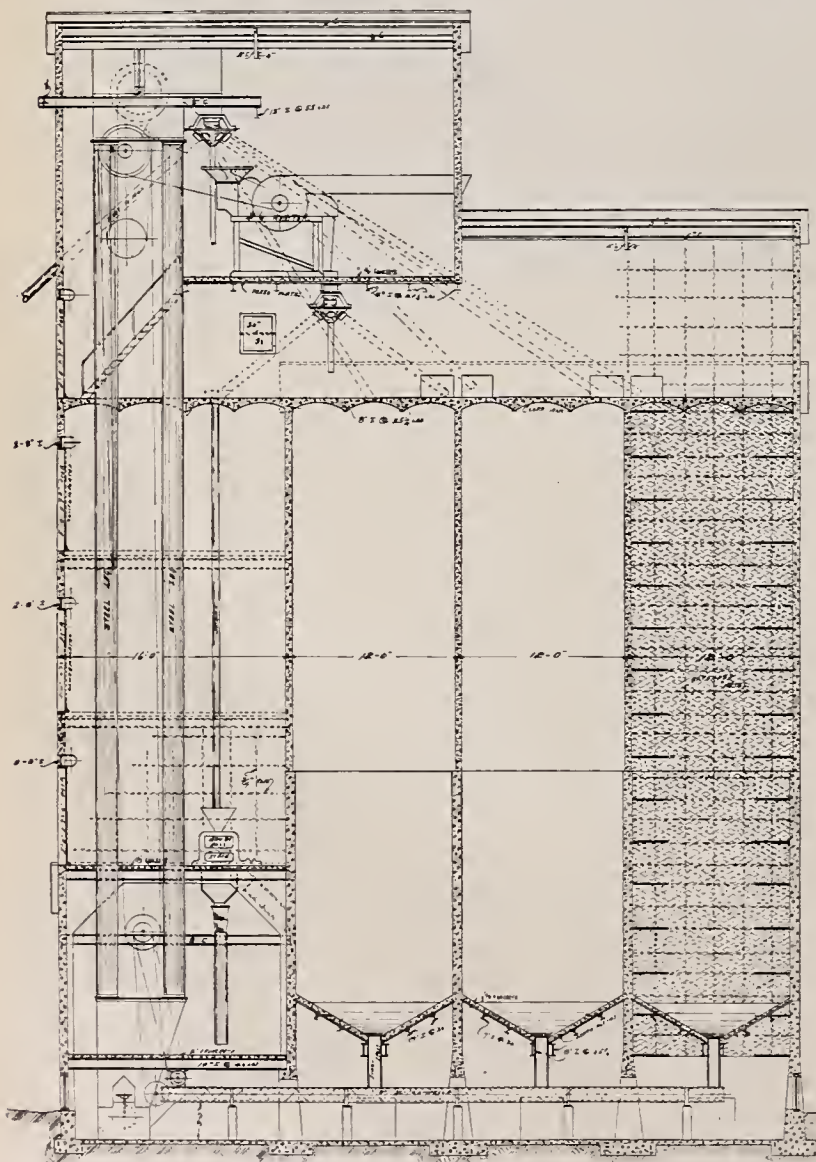
doing his part we can make for ourselves the name of being one of the strongest organizations in the country; besides, the direct benefits to be derived therefrom, not only to ourselves as members but to the whole grain trade of Kansas, will more than reimburse us for the small efforts exerted.

The unfriendly feeling that has so long existed between railroad officials and the patrons of the different roads, is slowly passing away, as is attested by the presence here of the representative men in the employ of the different carriers, that were not only present at our last meeting but are again with us to-day. Many erroneous ideas have been held by both patrons and railway officials in general, and through a personal meeting by the contracting parties each will learn that the other is not near so bad as has been the general impression. I welcome all to take an active part in the discussions upon the different subjects that may be presented and to feel free to express your views upon the same.

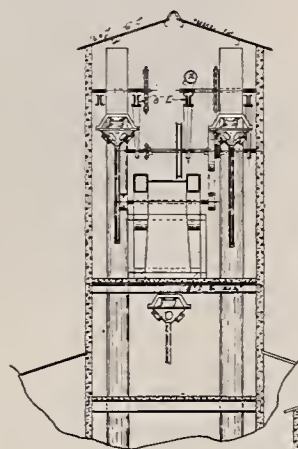
The different trade papers each month keep all informed upon the varied things that affect the grain trade as a whole, and through such sources of information every dealer is as well posted on what is happening and what is needed to further his interests, as his brother dealer. I wish to impress upon the minds of all our members the necessity of taking a good trade journal or two, as the benefits to be derived therefrom will more than repay you for the small subscription price asked.

Various local meetings have been held in the different parts of the state during the year and much interest has been shown among the attending members. The success of such meetings is assured, as the members are closely located to the respective meeting points and thus a good attendance is a surety. I find at these meetings a majority of the dealers are personally acquainted; thus they feel no hesitancy in discussing local conditions, as well as in expressing their views on kindred subjects pertaining to the trade, which they would refrain from doing at our annual meetings owing to the limited time. I trust that during the coming year more of the local meetings can be held at various points over the state and that all the members will take an active interest in seeing that good attendance is secured.

Numerous cases of claims have been referred to our Secretary for collection, and prompt payment of many such claims have been secured for our members. Any just claim that you may have, that you desire the services of our Association in assisting to collect, I want you to feel free in referring to our Secretary, as it is the purpose of our organization to be of all the assistance and benefit to our members that is possible.



LONGITUDINAL SECTION—



CROSS SECTION—

CONCRETE ELEVATOR FOR R. U. KEVIL & SONS, MAYFIELD, KENTUCKY.

Hall Distributors and one No. 6 Monitor Warehouse Separator.

The entire plant is as nearly fireproof as can be made. The building itself being concrete, speaks

just past, as the work accomplished has been very gratifying, and with the addition of over one hundred new names to our rolls, the year before us has the aspect of being the most successful since our organization. With each and every member

Any information any member desires upon any subject that may arise relating to the grain business, such as demand for cars, the proper forms for such demands, proper forms for the preparing of your railroad claims, the different arbitration

decisions, court and arbitration decisions upon sales and confirmations, and the various problems that daily present themselves in the course of business, our worthy Secretary will be pleased to grant and assist you in any way possible, upon request.

Different methods of inspection have been in use in the principal markets of the country for a number of years, and the system that seems to have proven the most successful and the one that promises to supersede all other methods is the system of office inspection. Chicago, Minneapolis, Duluth and many of the largest markets now use this system, with success and satisfaction. I am glad to note the interest our Secretary has taken to further the changing the present system of inspection now in force in Kansas City to that of office inspection; and as this is the market in which we are directly interested I trust that this subject will be given careful consideration and all will feel free to express your views as to the benefits to be derived from such a change as well as the objections thereto. I would suggest that a resolution be presented favoring the change of the present system now in use in Kansas City to that of office inspection.

While the Pinchot-Ballinger controversy and the conservation of our forests and mineral lands, etc., seem to be the topics of the hour, I am pleased to note the space given by the press to the subject of more scientific farming, and trust that much interest will be aroused upon this subject. As handlers of the products of the farm, we are all financially interested in seeing our soil give forth the greatest yields possible; consequently it is of interest to us to lend our influence and energy in promoting this subject of better and more scientific farming.

I trusted that I would never again have to refer to the bucket-shop evil which has been so prevalent within our state in the past, as our legislature at the last session passed a very stringent law prohibiting the setting up and running of such places; and after it had become a law I was firm in the belief that with the law-enforcing administration that was in power, we would at last be free from this evil; but from information I have received from reliable sources, the law is now being openly and defiantly violated in several of the principal cities within the state. Based upon this information I called the attention of the Attorney-General to the violation of such law and had his reply stating that he would call the attention of the county attorneys to the violation of this law in their respective counties. Public sentiment is a power within itself, and the hope of reward through such opinion has spurred many a man to duty. We know this to be true of our prohibitory law, which was so flagrantly violated in all parts of the state for years and which was not enforced until public opinion demanded it. To enforce one law and allow another to be violated is not the sworn duty of any official, as the violation of one law is as great as violation of another, although they may not carry the same punishment. If our officials would give only a small percentage of their time to the enforcement of the bucket-shop law, as they now give to the enforcement of the prohibitory law, it would only be a short time until we would be free from this evil.

Now, gentlemen, our brother Secretary will inform you of the work done by our Association during the year, so that I will take up none of your time relative to this. With the prospects before us, we will encounter a busy year; and I sincerely hope that success and happiness will reimburse you for all your labors—that each and all will assist in making a better and larger organization and that your membership will always be a source of satisfaction instead of regret. Trusting that you will be benefited and well paid for the time you have given to this meeting, and that you may enjoy yourself to fullest meaning of the word, I wish all a happy and prosperous future.

Eugene Kelly of Wichita made an address on the subject "Business Relations Between Members." Mr. Kelly spoke of the more cordial relations existing between grain dealers today than existed a few years ago. These relations have brought about better business conditions in the grain trade and have also proved most satisfactory to the grain dealers in their relations with the farmers throughout the state.

DELAYED REINSPECTION.

"Delayed Reinspection" was the subject of an address by Geo. A. Stebbins of Red Oak, Iowa. Mr. Stebbins' address is as follows:

Some time ago I was requested to talk to this assembly of country grain dealers about delayed reinspection of grain at terminal markets, and I reluctantly consented to do so.

There are a number of dealers in this audience who have spent at least a quarter of a century in the business, but up to a short time ago, they have been as silent as the grave in regard to a custom that has fastened its fangs so deeply that at least three markets have come to the conclusion that it is honorable and legitimate to continue indefinitely to perpetuate a fraudulent practice upon the people with whom they do business. My language, gentlemen, may sound severe; but why should buyers in certain markets be permitted to discount your grain from three to ten cents per bushel, because the commission merchants who handle your grain have not the courage and backbone to refuse to allow the buyers to longer skin us?

Something like fifteen years ago, we were confronted with the weight question, and in shipping to some markets we were fortunate to get back the car numbers. Compare the weight question to-day

with that period, and what do you conclude? Country grain dealers' associations took a hand in the matter and practically compelled the various markets to adopt up-to-date methods; consequently we hear but little about bad weights at this time.

The three markets I have referred to are Minneapolis, Omaha and Kansas City, Mo. The commission merchants in these three markets cannot under any circumstances justify their position, unless it is that country grain dealers have been fools enough to permit, or, rather, to submit to being fleeced. The custom is so unfair, that I venture the assertion that there is not a commission merchant in any of the three markets that would be willing to stand up in this audience and make an argument in behalf of their rules as enforced to-day. According to the rules referred to, your grain may be inspected to-day, and if the delivery is delayed for thirty days and a reinspection called for, you will be compelled to accept the second inspection and settle accordingly. This is what we might term "insurgent justice."

I will read you what the Secretary of the Minneapolis Chamber of Commerce has to say on the subject:

"The matter of the right to call for reinspection is not so much a matter of rule of the Chamber of Commerce as a fixed custom in the market here, which has prevailed for many years, and the rules confirm this custom wherever they refer to the matter of reinspection.

"So far as we know, there is no absolute limit of time in which the buyer may call for reinspection. Of course, any undue delay in the matter of unloading can be referred to the board of arbitration. Occasionally there is more or less delay on the part of the railway companies in switching the car to the industry for which it is intended, and, of course,



PRESIDENT R. E. COX.

there are unavoidable delays from various causes. However, the right of the buyer to call for reinspection is never questioned, unless specifically waived at the time of purchase, which is rarely done."

Mark you what he says: "However, the right of the buyer to call for reinspection is never questioned, unless specifically waived at the time of purchase, which is rarely done."

Now, gentlemen, draw upon your imagination, and form a conclusion why it is that a lot of intelligent commission men, engaged in handling grain for country dealers, will submit to rules of this character.

The rules of the Omaha Grain Exchange read as follows:

"Track grain purchased and ordered for shipment must be rejected by twelve o'clock noon on the next business day, but if ordered to elevators, mills, warehouses, or team track, must be rejected within twenty-four hours after arrival is ordered, and in all cases of rejection either buyer or seller may call for reinspection, and the purchase and sale be completed on the basis of the reinspection at a price conforming to the average market difference of the two grades on the day of the original transaction, unless otherwise agreed, provided that plugging a car shall be evidence of fraud and operate to except such car from the privilege of this rule."

You will notice that in the Omaha market, with the exception of grain sold for shipment, it must be rejected within 24 hours after arrival as ordered. From this we must conclude that the time for rejection runs from one to 30 days or longer, or so much time as the railroads may consume in making delivery. Can any fair minded man place a construction on any part of this rule, whereby the country shipper receives any consideration? I answer "No" and so will you.

We now come to the Kansas City, Mo., rule in regard to reinspection, and without careful consideration, it appears to be very fair.

It reads: "Section 11: Unless otherwise agreed, purchasers of commodities sold in car lots upon

the open board during trading hours, upon which samples are exposed, shall be deemed to have purchased by sample and grade, and a purchaser of commodities bought of members may have the cars tendered as a delivery upon such contracts, sampled by an official sampler.

"If such sample shall appear to the purchaser to be of an inferior quality to that of the sample and grade upon which the purchase was made, the purchaser may notify the seller thereof and reject the car by one o'clock p. m. of the next succeeding business day, and the purchase shall be adjusted as provided hereinafter. But if the rejection is not so made, the purchase shall be construed to be agreed by both parties and be final. Provided, always, that if the car, on account of loading, or if for any other cause the sampler cannot make proper sample (and the certificate of the sampler to that effect shall be proof sufficient), and the purchaser shall so notify the seller by one o'clock p. m. of such succeeding day, the time of sampling and rejection shall then extend to such time as proper sampling can be made, provided the car remains within the jurisdiction of this board. Provided, further, that any charges accruing on account of inability to secure such sample shall be paid by the seller. If such car is shipped beyond the jurisdiction of this Board before such sample is secured, it shall be construed that the purchaser waives the right to sampling and rejection.

"In all cases of rejection, either buyer or seller may call for reinspection, and the purchase and sale, except on grain to arrive or grain to be delivered from Kansas City elevators, shall be completed on the basis of the reinspection at a price conforming to the average market difference between the original sample and grade and the sample and grade on reinspection unless otherwise agreed. Provided that 'plugging' a car shall be evidence of fraud, and operate to except such car from the privileges of this rule."

Eliminate from the Kansas City rule that I have read, the "joker" of the following three words "Unless otherwise agreed" and we would have a rule that no one would object to. If the Kansas City market desires to be fair, why is it they do not amend the rules, so that they will mean exactly as they read? Or why do they have a rule that reads one thing but means another? The sellers of grain in Kansas City have permitted the buyers to take advantage of the special agreement to such an extent that they have established a custom that is absolutely contrary to the spirit of the rule.

What is the inspection for? If the buyer does not put confidence in the inspector, he should have the right to make a resampling of the car and 24 hours should be sufficient to give him this privilege. If a car of grain is inspected in the Kansas City yards to-day and grades No. 3 corn and sold to go to some elevator, why should a country shipper be called upon in a week or a month to stand a heavy discount because delivery of the stuff has been delayed and the grade lowered? Every shipper to this market knows that the custom that has been built up means that when reinspection is called for he must suffer.

I am inclined to believe that when grain is a "liner" and the market has declined, the buyer will threaten to call for inspection and thus influence the commission merchant to make a compromise, which he would rather do than take the chance of having the car thrown back on his hands to be resold at a lower market value, and with the possibility of having additional switching charges, etc.

The rule of the Merchants' Exchange of St. Louis reads as follows:

"Whenever grain in bulk or in sacks is sold for cash by sample, subject to the inspection of the purchaser must accept or reject such by or before eleven o'clock a. m. of the business day next succeeding the day of sale. In case the purchaser does not notify the seller by eleven a. m. of the next business day to the contrary it shall be understood that the property is accepted."

Please note the difference between this rule and the three rules that I have read. If a majority of the terminal markets are disposed to be fair in regard to reinspection, it strikes me that the others should fall in line and do so quickly.

We now come to the last rule that I will quote, and that is the Chicago rule:

"Section 14. Whenever grain or mill feed is sold by sample, the purchaser must accept or reject such grain or mill feed by eleven o'clock a. m. of the business day next succeeding the day of the purchase. Unless it shall have been impossible for an official Board of Trade sampler to sample such grain or mill feed within the time specified, it shall be the duty of the purchaser to notify the seller by eleven o'clock a. m. of the business day next succeeding the day of the purchase, and such grain or mill feed shall be sampled as soon as possible thereafter by the official grain sampler, and the purchaser must accept or reject such grain or mill feed immediately after the report of the official sampler is made."

In the reading of the St. Louis and Chicago rules, you discover, they read plainly and are fair to the country shipper. If these two markets can conduct their business according to their rules, do you believe we are asking anything unreasonable when we insist that Minneapolis, Omaha and Kansas City, Mo., so to amend their rules to conform to the custom that prevails in St. Louis and Chicago?

I am unable to understand why commission merchants in any market will undertake, in this day and age of enlightenment, to longer continue a custom that is frowned upon by every shipper. I sincerely trust that before this convention comes to a close that Kansas City will take steps to remedy a wrong that has been in existence for years.

E. J. Smiley said that 48 hours should be the limit

of time in which the buyer could ask for reinspection.

Geo. A. Wells of Des Moines, secretary of the Western Grain Dealers' Association, said he was glad this subject had come before the Association. In his territory last fall, when corn was going to market, they had many calls for reinspection. He related a number of cases in which grain had been reinspected and given a lower grade on a declining market. This custom was a great injustice to the country shipper. An indefinite time should not be granted the buyer to call for reinspection.

E. D. Bigelow of the Kansas City Board, who was called upon, said the question had been referred by the directors of the Kansas City Board of Trade to a committee, and it was now before the committee for a decision.

Mr. White, chief grain inspector of Kansas, said he often found cars so loaded that it was impossible to inspect them to the bottom. Cars are not uniformly loaded, especially when they are loaded from wagons. The same car may have different grades; so we probe the car thoroughly, attempting to get a correct grading. I think there should be a reasonable time for reinspection before the car should be rejected.

In answer to a question, he said that in the larger part of the cars inspectors could get to the bottom of the car without difficulty.

Mr. McFarlin of Des Moines, Iowa, thought that Mr. Stebbins's paper gave a little too much importance to the subject of reinspection. If the elevator people have to take the risk of the delay in arrival of grain at the elevator they should have some protection.

Mr. Stebbins in reply asked why, after he had shipped a car of corn to Kansas City and it had been graded No. 3, he should be compelled, a week or two later, to suffer a reinspection and take a lower price on account of its deterioration in that time.

Mr. Smiley moved that a committee be appointed by the president to meet with a committee from the Kansas City Board of Trade to confer with them on this question.

The president appointed this committee: H. Work, chairman; B. F. Blaker, R. O'Connor, John E. Hughes, Geo. A. Wells, and Geo. A. Stebbins.

President Cox appointed the following as an auditing committee: Perry N. Allen, Eugene Kelly.

Mr. Carkener, chairman of the entertainment committee of the Board of Trade, invited the dealers to a dinner and entertainment at the Coates House the following evening.

The session then adjourned.

WEDNESDAY MORNING.

President Cox called the Wednesday morning session to order at 10:30 and introduced J. S. Tustin, freight claim agent of the Missouri Pacific Railroad, who made an address on "Railroads and Public Sentiment."

The president appointed the following committee on resolutions: W. C. McCullough, chairman; J. H. Kinneer, F. W. Gauntt, E. N. Bailey, Frank Thoman.

J. C. Lincoln, president of the National Industrial Traffic League, St. Louis, made an address.

W. R. Washer said they had listened to two very interesting and instructive papers; and moved that a rising vote of thanks be extended to Mr. Tustin and Mr. Lincoln for their very able addresses.

The session adjourned for luncheon.

WEDNESDAY AFTERNOON.

The afternoon session was called to order by President Cox at 2 p. m. The first speaker was Geo. H. Davis of Kansas City, who talked on "The Bucket Shop Evil." The fact that bucket shops exist in Kansas today, Mr. Davis said, was because Kansas grain dealers and others patronized them. He read from a pamphlet showing the length of time the bucket shop evil had been in existence, and the effect on prices of diverting such a vast amount of business from its regular channels on the boards of trade, where actual grain is dealt in. There are now six indictments against bucket shops in Kansas City and the conditions twenty years ago

were not greatly dissimilar from what they are today. Grain exchanges have largely contributed to the elimination of the bucket shops. The bucket shops claim that the grain exchanges are jealous of their business. It is their reputation of which grain exchanges are jealous, as often they are classed with the bucket shops. The states that have bucket shop laws are New York, Pennsylvania, Ohio, Iowa, Missouri, Wisconsin, Illinois and Kansas. With your help we could eliminate the evil from our state in six months and we ask you to aid us.

Frank J. Merrill of Paola, Kan., related the history of the passage of the Merrill bill through the state legislature, giving Kansas a law against bucket shops. The law is based on the lines of the Michigan and Missouri laws.

SHORTAGES AND WHY.

H. A. Foss, weighmaster of the Chicago Board of Trade, made an address on the subject "Who is to Solve the Shortage Problem?"

F. C. Maegly, assistant general freight agent of the Sante Fe Railroad, made an address on the lines of Mr. Foss' subject, showing how the shortage problem might be solved. He said that over 75 per cent of the losses would be eliminated if greater care were given at the loading point by the shipper, and at time of unloading at the terminals. Carelessness on the part of honest men was frequently the cause of severe losses. Owners should keep their scales in the best possible condition. He endorsed all that Mr. Foss said about leaky cars. They should be ostracized. The local freight agent should not allow them to be loaded. The Sante Fe System is making a very thorough inspection of its cars and with the co-operation of the shippers it would seem possible to solve the shortage problem.

REINSPECTION AGAIN.

President Cox said he would now hear the report of the joint committees on the subject of reinspection of grain.

Mr. Stebbins opened the subject by saying that it appeared his remarks of the day previous had elicited some criticism from members of the Kansas City Board of Trade. Personally, he believed that members of the Board were honest and honorable business men. He, too, had been honest, in representing those shippers who thought the present rules of the Board on reinspection were unfair.

A member of the Kansas City Board of Trade said he had not heard Mr. Stebbins's speech. He thought this discussion of reinspection of grain was like a tempest in a teapot. He had investigated the number of cars of wheat bought by his house since July and they totaled between 1,600 and 1,700 cars. The total number of cars reinspected was 33. Out of those 33 cars the grade was changed on 24 cars, and of these there were three plugged cars which they would not take at all. There were seven on which no reduction in price was made. That left sixteen cars on which there was some reduction in price made at the elevator. We work here on pretty close margin and expect delivery of the grain which we buy. The owner of the grain knows what is in the car, and he assumes the responsibility of shipping that car to the elevator and delivering to us the kind of grain we have bought. We are anxious to work in harmony with all members of this Association. You are all loading very large cars that no man can "try" and get an absolute correct sample.

T. J. Broadnax said that the Board of Trade had no rule, but the question of reinspection was a custom. The custom of the elevator man was to buy largely on sample, and we expect the grade to be up to the samples and to accept the grain in 24 hours unless otherwise agreed.

Mr. Work stated that the Board had a misconception of the case of the shippers. If the shipper sent a car of grain to the Kansas City market and it was sold, they then had no further jurisdiction over it. But why should they suffer a loss if it deteriorated before it reached the elevator?

Mr. Broadnax thought that the railroad should be held responsible until it reached the elevator. It would seem they would be responsible if the grain went wrong on its journey to the elevator. Respon-

sibility for any damage to the grain should be placed where it belongs.

Geo. A. Wells said the trouble came largely to the shipments of corn. The shippers did not know what changes might occur before the corn arrived in the market. They felt that there should be a definite length of time when the responsibility of the shipper ceased. It was a serious matter to the country shipper. He couldn't take the unlimited chance of reinspection and should be able to know exactly when his deal was closed.

Mr. Bigelow said he thought the time would soon come when corn would be purchased on a moisture test, and that would largely solve the difficulty.

After the discussion the matter went back to the two committees for further discussion and action in committee.

THURSDAY AFTERNOON.

The final session was called to order at 2 p. m. by President Cox, who introduced P. S. Goodman of Chicago, who read a paper on the subject "Some Theories of High Prices of Grain." He said:

More frequently it is said of grain than of any other kind of merchandising, that it is a business of chance. In absence of prophetic vision the element of chance enters into all material concerns, but less in the grain line than commonly reputed. The chief refutation of the current opinion of many inside and outside the trade is the large percentage of successful people, and the persistence of the individuals engaged in the trade. That the trade requires more alertness in transactions than general merchandising has given weight to the opinion of chance. It is not a business wherein the average man can accumulate large lines and wait a favorable period for marketing; he cannot look forward to the next year's operations, for while the demand is a constantly ascending one, the supply is a matter of chance, subject to the whims and caprices of nature. Being confined largely to the handling of each successive crop, the grain dealer is limited to a few months at the most of great activity. Though the coming crops are uncertain as to final results, the approximation begins to affect the markets before the operator is through with the old crop, and he has ample time in which to adjust his business. The chance which gives us good or bad crops develops sufficiently early to provide a balance that places the grain dealer on equal ground with all other tradesmen. He is especially fortunate in having the future markets at his service at all times for protection, and in this respect can conduct his business on better lines of safety than his fellows in general merchandising. The element of chance is largely eliminated if the dealer takes advantage of the opportunities to protect his transactions. The failures that occasionally come to the grain trade are almost invariably traceable to recklessness—to using the future markets for speculation. On the other hand, there are occasionally a few failures on the part of grain merchants refusing to avail themselves of the future markets. These great markets are melting pots of diverse conditions of the food-producing and food-consuming countries and, when utilized by the trade, reduce the element of chance to a minimum—absolutely insuring transactions.

The abuses of the great markets, which have become a rarity in recent years, have been profitable to the trade and to the producer more frequently than unprofitable, for as a rule the speculative abuses have been on the bull side, which is the attractive side to the speculative following. The actuating influences of the markets is neither mysterious nor incomprehensible. The grain trade, the dealing in breadstuffs, is subject to definite laws and influences, of which no one has a monopoly of information. The average price which the markets make is the registry of these laws and influences, just as the indicator on the dial of a watch registers the combined operation of the springs, cogs and pinions.

While the price movement of grain is responsive to the law of supply and demand, it is in turn moving upward or downward over long periods in harmony with the general price movement of the world. The fundamental causes of the general movement is hardly a topic for consideration here, and avoiding that field of economic controversy we can accept the movement as a fact and consider the relation that breadstuffs bear to it within the sphere of their own laws and influences.

There are two fundamental laws of grain prices—of all agricultural products that act in opposite price directions. The increase of production through opening of new lands and cheapening of the processes by invention of labor-saving machinery—the other increasing demand which can only be met by increased cost of production.

Grain prices have constantly fluctuated in pursuance to these three laws—the general price movement, the cheapening of production, the increase in demand. Within a reasonable period we can foresee the drift of the general price movement—at least from crop to crop. The indecisive periods are when we are reaching the top, and when we are turning from the bottom. These periods occur at long intervals, and in no case is the general movement rapid when swinging from one drift to another. As to the primary laws affecting all agricultural products we are again able to see very clearly the direction of the market.

Our grain trade so far as accurate and continuing data is concerned in this country begins with the Civil War, when the price movement—the cost of living—began to ascend and was extended beyond it

several years, to be taken up by the Franco-Prussian War and carried forward into the next decade, and further stimulated on the verge of a decline by the resumption of specie payments, in 1879. The effectual downturn began with the close of 1882 and reached its low level in 1897. We are now in the thirteenth year of an ascension of the cost of living, and the general price list is nearly as high as in 1882. Wheat and corn followed the general price movement, the variations being due to the specific influences affecting them. They rose more rapidly than the average price during and subsequent to the war as demand was in excess of natural productivity; they fell more rapidly in the middle '70s when new lands were being opened and invention made possible a larger cultivation and reduced the cost of production. They dropped lower in the relative scale as the same causes were operating to a greater degree, and the lowest prices—fearfully unremunerative prices—were made in the two important breadstuffs two and three years before the cost of living touched its lowest level.

The advance since 1894-95 to the present is so recent as to require no comment, except to remind you that the operation of the other law of grain prices has been exemplified in the past eighteen months by an advance in excess of the general price list thus emphasizing the law that increased population and needs is attended with a larger increase in the cost of production. The manufacturer by reason of constant improvements in machinery can increase his production and cheapen the price. The farmer can only increase his production by increased cost. Where twenty bushels to an acre is now the normal yield, thirty bushels can be produced by more exacting cultivation, and by the use of fertilizers, combined with crop rotations, and the cost thereof will be greater than the increased yield, as we must include the increased value of the land into the cost of production, just as investments enter into the cost of manufacturing. As the appreciation of land values in Kansas the past ten years has added to the cost of wheat production, and made dollar wheat no more profitable to the farmer than 65-cent wheat, so the same proportional cost has been proceeding in all breadstuffs.

These general laws are not the only factors in the making of grain prices; variations of them from the normal are constantly occurring. These variations are large or small crops, the visible supply, the crops in other lands affecting the surplus, especially of wheat, which we raise in excess of our domestic consumption. Hence, prices do not adhere to the main laws with uniformity.

We shall hardly see in this country another period of cheap prices of breadstuffs as in the twelve years from 1883 to 1895, which may be regarded as the golden era of living. The movement to the fertile lands west of the Mississippi that began in the '70s and continued down to the close of the '80s resulted in the opening of 120,000,000 acres of virgin soil, raising our estimated production of wheat from 236,000,000 to 612,000,000, corn from 1,000,000,000 to 2,000,000,000, oats from 250,000,000 to 825,000,000 bushels.

On a per capita basis, wheat from 6 to 9, corn from 26 to 34, oats from 6 to 12 bushels. It was the period when perfection of seeding and harvesting machinery made a lavish production, and caused the great decline in the cost of living. Since the exploitation of the fertile lands has ended by limitation, our population has maintained its high rate of growth, and our per capita production of wheat has fallen to 8 bushels, corn to 30, and oats to 11 bushels.

We are declining as a factor in the surplus markets of the world and steadily approaching a domestic basis. Statistical estimates of our crops lack accuracy, and the reports of the Government are indices of larger or smaller harvests, rather than expressions of exact production. They show a domestic consumption in the last ten years of 6.1 bushels wheat per capita, comparing with 5 bushels prior to 1880. Our exports dropped from an average of 2½ to an average of 1.8 and in the last three years an average of 1.4 bushels. The character of our exports has undergone a great change, the Atlantic seaboard shipments have been largely durum in the grain form. Our flour shipments show a tendency to hold up a large proportion when the price is above that of Europe and indicate a definite trade in flour. We are still an exporter of the surplus wheat of the Pacific Coast, where production has been rising, and on account of the remoteness of that section from eastern market and the higher cost of delivery by rail east than by boat to Liverpool, that section will continue tributary to the European markets, until we have reached a price level which will absorb the production. We have been for several years out of line with Liverpool on the average of prices and within another decade we will probably cease to be an exporting nation. However, we are far from being an importing nation, as the growth of our population will stimulate greater production.

The variation of cost of production with large or small crops deflects prices from the general trend. Whether the swing is upward or downward a short crop causes an advance, greater, when the general price movement is upward, and further influenced by the state of crops in the world, that is, as to wheat prices. This advance extends into the succeeding year with decreasing strength if the movement is upward, as in 1908. It seldom survives the year in which the crop is marketed when the swing is downward, as in 1876, 1881 and 1897. When depression is at the bottom, even short crops fail to lift the price as in 1893 and in 1885. Large crops do not show as wide a deviation from the normal as small ones, and the cause is to be found in the natural disinclination of the trade and the public to bear prices, and to some extent short supplies from the previous years have usually sustained the price in large crop periods, for there seems to be a providential influence at work that gives large yields after a short crop, even though acreage has not

been increased on account of the higher prices of the previous season.

Speculation by mere force sometimes throws prices out of joint, and usually the speculator comes to grief from the burdens heaped upon him, and the disposition of the "corpse," as his accumulations are termed, more than offset the profits. The movement in the winter of 1904-5 was the last spectacular affair of the kind, and it brought a terrific loss upon the crowd that engineered the advance far beyond the price justified by the partial impairment of our crop the previous year. The grain dealers and the farmers profited by that affair. The most unfortunate "money" market was that of the late months of 1897, running to May, 1898. Never was a campaign planned with more elaborate statistical work, or promised so well as that one. It was based upon a world-wide shortage in supplies, the sixth of small crops in this country as reported by the Agricultural Department. The result showed that our crops had been badly under estimated. The long sustained campaign was exceedingly beneficial to the farmers of the country, and played a very important part in the early revival of business, but it made havoc with one great fortune.

Supplies are a minor consideration, for they are only important as they come in juxtaposition with the crop results. The heavy accumulations in the spring and summer of 1907 were without heaviness as the crop developed a poor outlook early in the spring. They were all powerful in 1893 and 1894 with a short crop in the former, and a moderate crop in the latter year. The annual fluctuations are small, those arising from the harvest and the distributive period, and to this feature we owe the steadiness to the future markets.

A new price factor, at present temporary, but only important as they come in juxtaposition with prices of grains, is the producer-merchant—the farmer who is able to carry his crop to a favorable marketing period. He has been rising in importance in the West, though noted for years in the eastern states, and characteristic of Europe for many years. Proprietorship of land, when combined with financial independence, develops the producer-merchant. Our declining visible relative to size of crops is a reflection of the shifting of the burden from the dealer and miller. The producer-merchant must be considered in the grain trade; he is becoming a part of the general trading. He has been the brake, automatically applied, to runaway markets in the past two or three years, and has forced the bear raiders to cover by automatically shutting off sales from the farm, when depression has been carried too far. The English and French markets have been kept on a more even movement in response to general and special influences than on this side because of the large reserve stocks carried by the producers. The French farmers carry the reserve of that nation, so that large crops never yield up much exports, and short crops are followed by very small imports. The entrance of the producer-merchant to our markets furnishes a buffer between the extremes of speculation and disposes the markets to an orderly fluctuation. He can only be eliminated by closing our future markets with the resultant denial to him of the vast fund of domestic and world information that they now furnish everyone.

Theories of price movements are as numerous as the well defined laws and natural influences, and their persistence is the guile of the average speculator. The chief theory that the professional operators of Chicago make and unmake prices at will is given a color of fact because the professional operator leads the way when events are being unfolded, succeeding by attention to the underlying laws and influences. When they put their opinions against the facts they fail, as do all others; there have been more failures than success in an effort to make a market by professional operators. Consciously or unconsciously the great bear operator of 1893-94 followed the combination of depressive movement and influences and was blamed for the lowest prices in wheat and corn made in a generation or more. Last year, Mr. Patten, a conscious bull operator, taking advantage of the swing of prices and bullish influences in grain, was in the leadership when we made long sustained high prices. He was blamed for high prices. In 1894, the producers clamored for the closing of the exchanges on the theory that a professional operator had brought about the unprofitable markets. Now the consuming public is clamoring for the closing of the exchanges on the theory that a professional operator increased the cost of their living.

There is a theory that because prices on a large-sized wheat crop, or a low-sized crop, or on certain supplies, was marked by a certain price at a certain time of the year, the repetition of the same situation means the same price again. This ignores all laws and influences, and it seems incredible that it should be constantly advanced by the trade and by speculators.

Among the speculators there are some who ignore all news and pretend that the market gives the clue to the price advance, these amateur clairvoyants happily come to grief before their prattle wearies those who are forced to hear it. The worst offense against a man's better qualities and his purse is to entertain the idea that he can read the market in the quotations.

A more substantial theory, and a very perverse one, is that a decline in stocks will force a decline in breadstuffs. The stock market discounts the future at some distance, usually a year or more, while grain prices cover a shorter period of time, and their downturn does not come until after the fall in the stock market has passed. If we were dealing in futures as remotely removed from the present as the events the stock market discounts, we could follow its movements. At present there is a bear commitment based upon the decline in stocks that began in January. Three years ago a large bear element attacked the price of grains, on this theory,

and when the stock market was going to pieces, grain prices were making new sustained records. The only effect of the panic was a temporary decline on the calling of grain loans by alarmed bankers.

The daily fluctuations of the market are beyond the call of any one, the top and the bottom, the extent of a rise or decline beyond forecasting. The tendency alone can be reasonably forecasted, and a regard for the fundamental price influences will prove beneficial. The market is being constantly adjusted to the actual with the rhythmic swing of the pendulum of diverse opinions.

There are a few special influences connected with corn and oats that are not concerned with wheat, and vice versa. The chief distinction is their largely domestic character, as only a very small portion of either are exported, and the foreign crop and foreign price are negative factors. Corn has become more than a food of the lower animals. It is part of our general food, direct or through transformation. In its green stage as an appetizing food; in the canned form and as meal and bread it is largely used on the table; converted into starch and glucose, again it tempts our palate, and in malted or spirituous form it cheers and comforts some of our population. We use in the various forms mentioned approximately one-sixth of our corn crop.

Though the production has grown rapidly in recent years, there has been another encroachment upon the supply that has had a telling effect on the price in the past four or five years, and that is the increasing feeding of cattle and sheep as grazing lands have contracted.

The government reports on corn are indicative only of the large or small crop, and like all estimates should not be accepted as authoritative on measurements. According to our government reports, the last three crops have been more than moderate, the last two excellent, yet we have used up the first two closer than any crop since 1901, and in doing so we have reduced the number of feeding cattle and hogs, though the prices of these have been rising more rapidly than corn. The fact is we have not raised enough corn for our domestic use since 1906, else we would have more instead of less cattle. True, our oats crop was short two of these years, but the hay crops were large, and now oats is a reported record crop and hay below the previous year. The general law as to corn value is to be found not in that crop alone, but in the sum of corn, oats, hay, barley and cotton-seed meal, the four important foods of the lower animals, but above all of these is corn, in weight usually half of the combined coarse foods. But quality cuts an important figure which is very impressive this year.

Our estimates on the corn market are subject to disarrangement by an open or a closed winter. The open winter provides field forage of some kind on the farm, the cropping of winter wheat, the stripping of corn stalks, the dry grasses of the summer pastures. A closed winter, such as we have been having this season, calls for heavier feeding over the northern section of the country, with practically no foraging in the fields. Severe cold requires a larger percentage of the feeding to maintain proper physical condition, and there is less than the usual improvement in the weight of stock proportional to the quantity fed which lowers the profit of the feeder.

Deficient corn crops have been followed by proportional higher advances in prices than in wheat, on account of the purely domestic character of the product. The short crops of 1873 and 1874 made an advance of 100 per cent in the average price. The short crop of 1881, an advance of 80 per cent. The crop of 1891, on a falling off of the general prices, made an advance of 50 per cent. The short crop of 1894, coming with a period of general depression was without effect. The short yield of 1901 on rising market advanced prices 50 per cent, and this on top of a three-year rise of the cereal. The average level now equals that of 1874 and 1882.

A rough rule in estimating the value of corn is that a bushel of corn on the farm is worth 10 per cent of the price of 100 pounds of live hog. The application of this rule shows that it was more profitable to feed to pork than to market corn except in 1890 and 1894, and then the average price of corn and hogs at Chicago was just equal to the rule. We have never been much of an exporter of corn, except during the low-price period from 1895 to 1900. In the past ten years our average exports were 75,000,000, yet in the form of hog products on the basis of corn producing 15 per cent in pork we were exporters of an average of 300,000,000 bushels.

The ascent in the price of corn has been 180 per cent on the average price of last year compared with the average price at the low level of 1897. The average price, Chicago contract last year, being 70 cents; in 1897, it was 25 cents. The advance in the average price of wheat from the low level of 1895 was 115 per cent. The average price, Chicago contract last year was \$1.18. The average in 1895 was 55 cents a bushel. The average of the general price—the cost of living in 1897, then at the lowest level, was 72; the average last year was 114, an increase of 58 per cent. The average level of all foodstuffs in 1897 was 35; last year, 59, an increase of 70 per cent. The average price of breadstuffs, in 1897, was 11; last year, 24, an increase of 118 per cent. The level was higher on January 1st, as meat and dairy products ascended and wheat declined from the year's average.

Public agitation against high prices may eventually undermine the market as it is the manifestation against the rapid elimination of the saving margin of the great body of the public, and prices can not continue to rise on an exhausted support. The protest is purely American; our undigested foreign element has taken no part in it, because it has been accustomed to higher prices of foodstuffs, and unaccustomed to many of our high-priced foods, and it never has had the experience of our own people of the present and passing generation with low-

priced foods. We are approaching a turn in the general price, but the proportion that the price of breadstuffs and foodstuffs will bear to the total cost of living will increase in this country, as the additional lands that will come into cultivation will carry with them the larger value and larger operation incident to reclamation and irrigation.

We can produce sufficient breadstuffs for twice our present population without extension of the area. It is simply a question of price. There is no need of our agricultural departments fretting over our methods of farming. Given the price, the average American farmer will adapt himself to intensive methods more readily than the European. The past three years high-price level of wheat has stimulated the planting of a larger acreage east of the Mississippi where lands have been too costly for wheat raising for some years. The question of food supply need not worry this or many succeeding American generations, but the price related to prices of clothing and other articles will range higher.

Mr. Webster of the Kansas Agricultural College was present and made a short address on what the Agricultural College was doing for the grain trade.

INSPECTION IN THE SOUTH.

C. E. R. Winthrop of Wichita made an address on the subject "Would Kansas Shippers be Justified in Placing Inspectors at the Texas-Oklahoma State Line?" He said:

I have been given a subject with which I am heartily in favor, but I regret that the same was not given to some one who is more capable than myself, as I hardly feel equal to the occasion of putting the subject before you in as strong terms as the abuse of the present manner of handling grain demands.

The subject as assigned me was, "Will Kansas shippers be justified in placing inspectors at the Texas-Oklahoma state line?" I propose to enlarge upon that and make this address upon the subject, "Would Kansas and Oklahoma grain shippers be justified in placing inspectors at the Texas-Oklahoma state line," as the other subject does not cover the ground necessary to make the attempt a success. It may be a waste of time for me to give you any of my experience along the line of abuses of destination inspection in Texas and Louisiana or, for that matter, any other territory where the buyer is sole judge of the grade, as I presume that at some time in his business career almost every shipper at this meeting has been tempted into shipping something into Texas or the Southeast on destination grades.

If he was born under a lucky star and the market held strong to higher, the results were quite likely to have been fair to good; but if he persisted in tempting Fate and kept on shipping on the same terms, sooner or later he was led to regret his faith in man and especially in a grain buyer.

Grain sold upon the inspection of the buyer, or some parties interested, has a peculiar habit of getting out of condition, not being up to sample, shrinking three or four pounds in test weight, white corn changing to mixed, and numerous other maladies, while in transit when the market is declining, that are excuses for reducing the price. Do not understand me to say that these troubles do not happen at other times, but they are so much more numerous at times when the market is declining that it cannot help but leave a bad taste in the mouth of the shipper who is up against the game and usually settles the loss.

It is known that some dealers who buy grain on their own grading have become so expert in the inspection business that they can tell when corn is "hot on arrival" without taking the trouble to go to the station to make an examination of the contents of car. I will recite one instance in particular that came under my observation. While it may be an extraordinary case, it shows to what lengths some buyers will go in order to protect themselves against loss on a declining market.

An Oklahoma shipper received a telegram advising that several cars of corn shipped a few days before on a contract calling for destination inspection had arrived and were heating; could be handled on contract at several cents discount. He may not have been born in Missouri, but at some time in his life he had been in the state and caught the idea that he had to be shown; so he was on hand next morning without announcing his coming or waiting for an invitation. He found the original seals still on the cars, and when the cars were opened all the grain was in good condition. When he called on the receiver, it was all a horrible mistake,—he had confused the car numbers. The matter was settled by the receiver who was mistaken, paying all expenses; but such settlements are rare.

Question, would the mistake have ever been discovered if the shipper had not been there looking after his own interests? Has any shipper here settled for "hot corn" without personally knowing that it was actually in that condition or sure that his car numbers were not confused and the mistake never discovered! Unfortunately, we are not all so situated that we can drop our work on short notice and start out on some wild goose chase of this kind, to say nothing of the expense attached to making such a trip, which would likely be more than the discount asked, when but one or two cars are involved.

Do not get to feeling too sorry for the fellow on this end of the line, for sometimes the shoe is on the other foot. We regret to say that there are some shippers who are just as slippery as any of the receivers; and if they can manage to get their drafts paid before their shipments arrive, their grain is always well sold. I heard of one shipper who boasted that he did not need to trade but once with a receiver, as there were so many he would not be

able to get around during his business career. The plan that I advocate will serve as a check upon that class, the same as it does upon the other.

At the present time, Texas and Louisiana comprise the largest territory buying Kansas and Oklahoma grain and grain products for local consumption, where it is not possible to get official or disinterested inspection as between the buyer and shipper. Oklahoma being nearest, it is their natural outlet with Kansas, supplying more or less, according to crop conditions. As far as Kansas is concerned, there is little grain moving south that could not be inspected by the Kansas State Inspection Department; but with Oklahoma going into the same territory in competition, having no arrangement for inspection and being compelled to sell on destination or guaranteed grades, it makes conditions such that Kansas shippers can hope to do nothing without the hearty co-operation of the shippers of that state.

Almost every year the territory mentioned is compelled to go beyond Kansas and Oklahoma for some of its grain supplies; and when it comes to buying out of Kansas City or St. Louis, they not only buy on the inspection at those markets, but upon the weights as well. Why? Because they can buy in no other way.

If the grain shippers of the two states mentioned will organize an inspection department, with rules undoubtedly fair to both shipper and receiver, and place the work in competent hands, with deputies at convenient points, so that no shipper of the two states need send a car of grain south without being able to get disinterested inspection upon it, we can bring the Southern buyers to our terms in very short order.

I am just as much opposed to biased inspection in the interest of the seller as I am of inspection in favor of the receiver, and I advocate asking the Texas Association to join in the establishment of this inspection department so that all interests may be protected. You will no doubt hear some objection from Texas as to joining this movement, claiming that they already have official inspection. My experience with it is that it is just about as disinterested and reliable as was the inspection at other terminal markets over the country before the different associations started to looking out for their members' interests and insisted upon the grading of grain according to its merits, regardless of who might be interested. We all know that this intention is not fully carried out now, but the conditions are so greatly improved that none of us would want to return to the system of inspection for the interests of those nearest at hand.

While I am speaking of biased inspections, I would not think I had done the subject justice unless I gave you a few samples of the inspection at Ft. Worth. Now I have here two samples, one of corn and the other of wheat, both being parts of drawn samples as secured by the Kansas State Inspection Department at Wichita. Take the corn. If it is not entitled to the grade of white, I will confess that I do not know what corn is. This graded No. 3 white in Wichita, and in less than a week later, graded No. 3 mixed at Ft. Worth, the receiver wiring us that he could use it at 2c discount. It was sold at 78c and was worth about 76c when it arrived. Take the wheat sample. This graded 58 lbs. No. 4 in Wichita and you know there has been a great deal said about the rigid grading at our place. I considered it pretty close grading and would not have felt justified in calling re-inspection had the inspector called it a No. 3. This was sent on to Ft. Worth, and I felt sure it would grade a No. 4, the worst that they could do with it. You can judge my surprise and indignation when I was advised that within seven days after the inspection at Wichita it had reached Ft. Worth, tough, musty and stack burnt, testing 57 lbs. and grading rejected, being too poor to mix with milling wheat; so had been sent on to Galveston for export, discount 10½ per cent. The market was several cents lower than when sold.

This is not the only trouble we have had with so-called disinterested inspection at Ft. Worth this season, but it should be sufficient from which to form an idea whether or not there would be any room for improvement in the plan that I propose.

If the Texas Association do not want to come in, let them stay out. When you hit the pocket book of the majority of the human race, you hit the most vital spot; and they will come to it, even if they do not do so with good grace at first. They buy of us when they can buy in no other place cheaper; so if we must meet competition from other sources, why not make sure that we will get all that is due us according to terms of contract?

At the time this is written, Texas buyers are writing that they want to know where the corn that we are offering originates, as Kansas and Oklahoma corn, as a rule, is dry, but they want us to meet prices where they know that the corn they get will not be dry, although it may have a No. 3 certificate with it.

Besides putting the matter of grades in the hands of disinterested parties, it would enable the shipper to protect himself in another way, than that the lack of such inspection in the past has caused no end of losses. Be careful as he may, a shipper sometimes allows something to get into a car that should not be there, with the result that it does arrive heating and can not be put in merchantable condition by the receiver with the facilities he had at hand. How many of you have found yourselves facing a proposition of the kind, possibly with all diversion privileges used, or the car at the end of some line with no chance to forward it without paying the sum of the two locals. With an inspection department catching these shipments while they are yet in a direct line for Galveston, or some other large market, having facilities for handling off-grade grain, the shipper could, by making arrangements with the inspector beforehand, be notified if any of his shipments were likely to cause trouble, and he could then arrange to have them looked

after before they got so far away that he would be forced into an extra loss on account of their getting in worse condition and being compelled to make disposition of them after they had reached some out-of-the-way place.

If you have not given the matter any attention, you may be surprised to know how thoroughly the ground can be covered with inspectors at so few points. Denison covers the Frisco and Katy, Gainesville the Santa Fe, and with Waureka, Okla., on the Rock Island, and some point on the Orient, preferably at Chillicothe, Tex., you are in a position to catch 90 per cent or more of the Kansas or Oklahoma grain going into Texas, while a deputy at Ft. Smith and one at some division point on the Rock Island & Eastern La. [would protect the rest, or nearly so.] As for the probable cost of such work I will say that that would be a matter to be figured out later; but if all the grain moving into the territory mentioned were given the advantage of this inspection, the burden should not be heavy and the result would be more satisfactory to the shippers of the two states than it is under present arrangement.

Hoping this paper will be the means of starting a movement that will correct this abuse and thanking you for your attention I would now be pleased to hear from some of you with suggestions along this line.

Mr. Kelly of Wichita and others thought that it would be justifiable to have inspectors placed at the state line.

Mr. Kelly moved that the secretary be instructed to take the matter up with the Chief Inspector of Kansas and see what could be done; and that it be considered the sense of the meeting that all shippers present were in favor of the proposition.

The motion carried.

SECRETARY'S ANNUAL REPORT.

Secretary Smiley read his annual report.

The thirty-five men who met in the Byrum Hotel in Atchison thirteen years ago and formed the Kansas Grain Dealers' Association in order to force recognition by the boards of trade, can look back on the work of their hands and call it good. Each meeting since that date has been better and more influential than the preceding one. The old timers at terminal markets who had taken all the profits and given nothing to the country grain dealer repented too late. The spirit of these meetings has hastened the dawn and the day came close at its heels, and only a full share can now satisfy the grain dealers of this state. You speak through this medium.

Those of you present today who were present at that meeting held in the Byrum Hotel thirteen years ago will remember that two of the questions under discussion were correct weights and the hundred-pound dockage at terminal markets. Having secured correct weights of practically every terminal market, this question has ceased to be an issue. The hundred-pound dockage is still in vogue at this market, notwithstanding the fact that the legislature of this state, at its last session, passed a law making it a misdemeanor to deduct anything from the net, or actual, weight of any car of grain, seeds, or hay, and for a violation of this law a penalty of not less than ten nor more than one hundred dollars was fixed for each and every offense. This new law became effective August 16, 1909. The elevator owners and operators of this city, not being willing to give up this graft, it became necessary for the Attorney-General of this state to cause the arrest of one of their number, who secured his release from the custody of the sheriff of this county by habeas corpus proceedings. The case was argued, briefed and filed before the Supreme Court of this state on October 28, 1909, and a decision will be rendered in due time. We would suggest that shippers to this market preserve all A/S from which the 100-lb. per car was deducted, since August 16, and if this law is held constitutional make demand of their receivers for reparation, and in case same is refused, forward papers in support of your claim to the Secretary's office and same will be turned over to our attorneys for collection.

INTEREST ON GRAIN DRAFTS.

At our last annual meeting held in this city, February 4th, 1909, a committee was appointed to confer with a committee appointed by the Kansas City Board of Trade to see if some understanding could not be reached whereby the interest charged on drafts would cease after the grain was sold. A petition was drawn reading:

"We, the undersigned, members of the Kansas City Board of Trade, agree to co-operate with the Kansas Grain Dealers' Association to stop charging interest on drafts date sale is made, and the purchaser assume same from date of purchase."

This petition was signed by seventeen members of the Kansas City Board of Trade. The committee making the report was discharged and the Secretary was instructed to continue the work.

Attempting to follow out the instructions of the convention I went to several members of the Board of Trade who had signed this petition, requesting them to secure signatures to a petition to be placed before the board of directors asking that this question be submitted to a vote of the membership of the Board, but the Secretary could not find a single member who was willing to present the petition and was compelled to drop it, and as a result you are still paying interest on drafts until the car is unloaded. We believe a large majority of the shippers are perfectly willing to pay interest on the amount of their drafts until the sale of the contents of the car is made, but they do object to this interest-

charge after the grain is sold to the elevator or mill, as many cars are delayed from five to ten days after sale before reaching the elevator or mill.

DELAYED REINSPECTION.

This is not a new subject. It is one with which the shippers to the Kansas City market are all familiar. The delay in cars' reaching elevators and mills after first inspected and sold by sample on the exchange floor has caused more loss to shippers to this market than all other causes combined. It is our understanding that the exchange in this city has a rule reading:

"Whenever grain in bulk is sold for cash by sample, subject to the inspection of the purchaser, the purchaser must accept or reject same by or before eleven o'clock a. m., of the business day next succeeding the day of sale. In case the purchaser does not notify the seller by eleven a. m. of the next business day, to the contrary it shall be understood that the property be accepted."

It is our further understanding that this rule was adopted by a majority vote of the members of this exchange several years ago, but that the rule applies only to purchases going out of the city, and that all purchases of grain on the floor of the exchange are made subject to reinspection on their arrival at the elevator or mill to whom sold, and where reinspection is called, the seller acting as agent for the shipper does not insist that the inspection department under which the first inspection was made shall reinspect.

Why was this rule adopted if no effort is made on the part of the members of this exchange to enforce it? Why inspect grain on its arrival if it is all sold on the exchange floor subject to reinspection on its arrival at the mill or elevator? What chance has the shipper to protect his interest when the receiver, acting as his agent advises him on the arrival of his car of the grade and price at which same is sold and when the car arrives at the elevator the elevator foreman calls for reinspection if only ten bushels of the contents of a hundred thousand pound capacity car is found out of condition? So far we have never been able to do anything to prevent this hold-up; but we believe that where grain is sold by sample on the floor of the exchange the purchaser should be compelled to accept or reject purchase within 24 hours after the sale is made.

OFFICE INSTEAD OF TRACK INSPECTION.

No one will attempt to deny that the inspection of grain at this market for many years has been a farce. Whether the deputy inspectors, whose duty it is to draw samples from the cars and pass on the quality of the grain, are incompetent, or whether the system in vogue at the present time is faulty, we are not prepared to say; but we can say that if office inspection of grain tends to improve the service and secure correct and uniform inspection, it should be adopted in this market at once. We have had some correspondence with S. W. Cowen, Chief Grain Inspector for the State of Illinois, on the subject, and beg to quote you from his letter of November 27 with reference to the matter:

"For forty years the Chicago department inspected grain in the cars upon the arrival at the yards, and in September, 1908, changed to the office system, believing that under the later method there could be obtained a more uniform standard of grades and a better supervision of the work of the department than was before possible.

"After a thorough demonstration of the practicality of office inspection as compared with former system, and after considering the benefits of the trade to be derived therefrom, I have become more than ever confirmed in the belief that it is the only system yet derived in which there can be any degree of uniformity and by which the chief inspector can have supervision, in fact as well as in name, of the workings of his department. With the Chicago Inspection Department as at present organized, there are no longer seventeen distinct and separate heads, as in former years, when the deputy inspectors of the tracks of the several railroads were not only the sole judges of the quality and condition of the grain inspected, but assumed to interpret the rules of grading according to their several personal ideas and without there being possible more than a casual check on their work.

"Under the office system these inspectors work together as a harmonious compact body, although such individuals realize that their judgment and capabilities are at all times being weighed in the balance as against those of his combined associates, and that every error will be conspicuously brought home to him who makes it because of common knowledge. The men are provided with commodious quarters, well lighted, and protected from the inclement weather; they have also better facilities for actually weighing the grain and for applying the different tests, with the added safeguard of numbers in determining questions that arise every day in connection with their work and in which there may be an honest difference in judgment.

"Under the old system of inspection in Chicago, when the work was completed at the cars, the grades and samples of the grain were taken direct to the Board of Trade receivers' agents, and the chief inspector therefore did not have an opportunity to see the grain personally or have knowledge of the workings of his deputies, except in cases of reinspection or appeal. The shippers, on one hand, were ever present, clamoring for their own interests; and the result of this influence was, even despite the honest intention of the inspectors, a gradual raising of the standards and a consequent loss to those whom the department were under obligations to protect.

"There was also, in former years, more or less trouble occasioned by the samples drawn by the men known as receivers' agents. These samples frequently failed to represent the contents of the car as inspected, and the result was innumerable cases of reinspection and appeal and more or less attend-

ant discord. Now there are comparatively few cases of reinspection and the calls for the appeals committee are few and far between.

"The one leg upon which the foes of office inspection in this market seek to stand, in order to maintain their equilibrium, is not substantiated in any way by the records of the department. It is the question of delay in delivering samples on the exchange floor. While there is necessary delay of a few minutes from the time the samples reach the city until they are taken to the Board of Trade, this delay is offset many times by the additional number of cars that may be handled. One can readily estimate this loss of time when he stops to consider that the inspection force is able to inspect approximately 600 cars per hour and that this delay usually occurs in the morning before the opening of the cash grain market. The objector does not consider the number of extra cars the sampler is able to bring in for early delivery, or that with a moderate day he is often enabled to deliver his samples at an earlier hour. Under the old system it was seldom possible to get more than two-thirds of the cars inspected at the yards in time for the early delivery. Now there is rarely a day when the work is not all cleaned up and every car delivered previous to 11:30 a. m., or two hours before the closing of the market."

We submitted copy of this letter to J. T. White, Chief Grain Inspector of the State of Kansas, with the request that office inspection be given a trial in our state, to which he replied that the views expressed by Mr. Cowen met with his approval, and if the Kansas City Exchange were located so they could inspect in a room and get the samples there, he would put it in force at once; but he did not feel that he would have the right to establish an office, or working room, in the state of Missouri, and it would not be possible to gather the samples in Kan-



SECRETARY E. J. SMILEY.

sas City, Kansas, and get them to the exchange building in time for market.

As to the legality of passing on the samples taken from the cars in Missouri, we are not in a position to say; but we believe we voice the sentiment of the entire grain trade when we say that if office inspection will tend to improve the service and secure correct and uniform inspection, and the department cannot see its way clear to establishing a working room on this side of the Kansas line, the matter should be taken up with the Governor of our state and an opinion secured from the Attorney-General as to the legality of the proposition; and if held by the Attorney-General to be legal an office be established at once. This is a matter of great importance to the shipper, miller and terminal elevator man; and we believe that they will join with this Association in bringing about this much needed reform.

UNIFORM BILL OF LADING.

At the last annual meeting your Secretary was instructed to act in conjunction with the secretaries of like associations in an endeavor to eliminate the objectionable features of the new uniform bill of lading. Secretaries Prouty and Dorsey and your Secretary interested the Corporation Commission of Oklahoma in this proposition, and they fixed a date for the meeting which was attended by representatives from all roads operating partly or wholly within the State of Oklahoma; and at a conference lasting an entire day the carriers' representatives agreed to recommend to their superior officers that the most objectionable features of the new bill of lading be eliminated. Later Mr. Dorsey arranged for a conference with the Southwestern Tariff Committee in St. Louis, which was attended by the representatives of all lines in the Southwest, and by Secretaries Dorsey, Prouty and Wells and your Secretary. The chairman of the Southwestern Tariff Committee stated that it was not the intention of the carriers to apply the objectionable features of this new bill of lading to the grain trade. As several Federal Courts have ruled that the carriers originating shipments are liable to the shipper for loss in transit, whether occurring on their own or connecting

lines, that ruling makes null and void the most objectionable feature of this new lading. The clause in the new bill of lading, providing that the consignee or consignor must file his claim within four months after shipment is delivered, is being enforced by practically all of the lines. However, we see no reason why a shipper should delay filing his claim this length of time. It is our belief that should the carriers attempt to enforce all of the provisions contained in this new lading, the different shippers' organizations will take the matter before the Interstate Commerce Commission and attempt to show them the injustice of same.

ALLEGED NATURAL SHRINKAGE OF GRAIN IN TRANSIT.

Eighteen months ago all of the roads in Western Trunk Line Territory announced that they would discontinue making the deduction of $\frac{1}{4}$ of 1 per cent in settling loss in transit claims. On October 1, 1909, the Western Trunk Line Committee put into effect a rule covering "natural shrinkage of grain in transit," the amount to be deducted to be as follows: $\frac{1}{8}$ of 1 per cent on wheat, rye, oats, barley and flax, and $\frac{1}{4}$ of 1 per cent on corn.

The reason assigned by the carriers for this action was that many shippers filed claims for loss amounting to less than \$1. I am glad to state, however, that this demand did not come from country shippers but from the large shippers at terminal markets. The carriers have never proven that there is a natural shrinkage in dry bulk grain; neither do we think they can prove it by actual test; but we believe if the shipper had any assurance that the deduction as it now stands would not be increased from time to time they would not enter a protest. But as the Chicago Great Western Ry. Co. and the Union Pacific Ry. Co. have given notice that it will cancel concurrence in the agreement entered into by all Western lines under which all just claims for shortage will be settled on a basis of $\frac{1}{8}$ and $\frac{1}{4}$ of 1 per cent, this action will probably force the other lines to give up the practice.

COLLECTION OF CLAIMS.

Over one year ago we advised all of our members by bulletin that we would furnish, free of charge, printed forms for the filing of claims in order to establish uniformity in the matter of making claims. We further recommended the use of these forms when filing claims and that if claims having merit were refused by the claim departments, claimant should forward all papers in support of claims to the Secretary's office and we would present them to the claim agents; and if a claim was still refused, and it was considered having merit, we would place it in the hands of our attorney for collection. We think a majority of our members are now using these forms and from what we can learn are satisfied with the result. All claims having merit filed with the Secretary's office during the past year have been settled and settled promptly, with the exception of claims against the Union Pacific Ry. Co. The claim department of that line has delayed payment of just claims an unreasonable length of time, notwithstanding the fact that we have written the claim department every thirty days insisting on settlement. If there was a law on our statute book making the carrier liable for legal rate of interest on the amount of just claims not paid within 60 days after filing, I believe all claims having merit would receive prompt attention.

BAD ORDER CARS.

According to the report furnished us by J. G. Goodwin of the Kansas City Board of Trade Weighing Department, there were handled under his supervision 50,703 cars of grain during the year 1909. Leaks are classified as follows: 1,808 cars inspected were found to be leaking at grain doors; 14,896 cars inspected were found to be leaking at floor, draw bars, door posts, sides, end, etc.; and 8,936 cars arriving at the elevators and mills were found to be without seal protection.

Where leaks are found at the grain door, we believe the shipper is partly at fault, as he does not exercise proper care in placing doors in cars before loading, or fails to double doors in cars of 60,000 lbs. or greater capacity; but how are we to account 8,936 cars out of a total of over 50,000 arriving at this market without seal protection? Can this be the fault of the agent of the carrier at point of origin in not sealing the cars before leaving the station? What assurance have you shippers that loaded cars are sealed before leaving the station? The Kansas Inspection Department insists that after a car is inspected it is promptly sealed by the helper accompanying the deputy inspector and that department refuses to accept any blame. If all cars are sealed after inspection, we must conclude that these seals are broken after they were inspected before their arrival at the elevator or mills. If such is the case, proper police protection is not given cars in the terminal yards. We have recommended the use of private seals, and if dealers will use them, being particular to make their seal record a part of their invoice, it may help to solve this problem.

We have further recommended that our members refuse to load old and decrepit cars not fit to hold bulk grain, and some of them have advised us that when they refused to load cars set for loading they have been notified by the agent for the company that if they did not load them some one else would, and they would have to wait until the company was ready to furnish them equipment that would suit them. Most shippers, fearing to incur the ill-will of the agent for the company, will load any old car and take the chance of losing part of the contents in transit. Does it pay?

TURKEY WHEAT GRADE.

At the last annual meeting a motion prevailed, that E. F. Madden and your Secretary be appointed as a committee to take up with the Governor and the Grain Commission the question of securing a grade of wheat to be known as Turkey. About

thirty days before the date fixed for the meeting of the Commission I requested all of our members who favored a grade of Turkey wheat to write the Governor, making such request. My request was complied with, and nearly 500 letters from farmers, elevator men and millers were received by the Governor, requesting that such a grade be established, which letters were turned over to the Grain Commission, with the result that a grade of Turkey wheat was established and is now recognized by the Kansas Inspection Department.

CAR TAGS.

We again recommend the use of printed card board showing the test and actual weight of all loaded grain cars and tacking same on the outside of both doors. It is our belief that some inspectors make their investigation of the contents of the car from the door; and you know the light-weight grain is always found at the grain door when loaded from hopper scales. Those who have used these cards in the past, with whom I have talked, state that they have had much less trouble with inspection than before they commenced the use of them. These cards



P. H. PELKEY AND F. J. MURPHY.

are inexpensive and are easily tacked to the doors and we think you should use them.

CROP REPORTS.

In the past two years we have taken great pains and gone to considerable expense to secure accurate information regarding the condition of the growing crops, especially of wheat and corn, in every county in the state. We believe that the grain dealers and millers are more competent to secure and give accurate information as to the condition of the growing crops from time to time and the amount produced than any one else in the state. We do not know whether this information is appreciated by those who receive the reports, and as the expense of securing the information and of printing and mailing is quite an item, we would like an expression from those in attendance as to whether they shall be continued.

PAYMENT OF DUES.

During the past year the cost of collecting delinquent dues by draft amounted to \$39.10. This is a useless expense, and this amount would have been saved if our members had sent check to cover and not compelled us to make draft before the close of each quarter. I am satisfied that this is an oversight on the part of most of our members, as the amount is small, but I trust that our calling your attention to the matter at this time will prompt you to send your check on receipt of notice for dues and save this expense to the Association.

With the exception of a few localities, we believe the year just passed has been one of the most profitable to the grain trade in its history. Practically all grain has been purchased on a fair margin of profit and as the price has fluctuated less than for average years, buyers were unable to secure a fair margin of profit. Ruinous competition is almost a thing of the past, not only in the grain trade, but in all lines of business, and we never again expect to see the day when business men engaged in any line of business will entirely disregard profit for the sake of revenge. In Association affairs the year has been a prosperous one indeed, as we have added 40 new firms and individuals to our membership list during the year, giving us the largest membership in the history of the organization. Each one of us should strive to make the Association of greater worth to its membership, and this can be done by securing

the membership of every reputable elevator owner and operator within our state.

In conclusion, I wish to thank the officers and members of the Association for the loyal support you have given me in the past, and trust that the action of our Association and its members in the future will be such that it will continue to be recognized as one of the strong factors in the grain trade of the Southwest.

FINANCIAL STATEMENT FOR THE YEAR 1909.

Receipts.

Balance January 1, 1909.....	\$ 205.12
Cash received for membership fees.....	579.50
Cash received for dues.....	\$3,231.60
Less exchange	39.10
Cash received for advertising and lists.....	363.30

\$4,341.42

Disbursements.

Rent	\$ 124.00
Telephone	74.75
Taxes	1.15
Error by bank in collection.....	6.00
Postage	205.00
Telegraph	7.03
Office supplies	112.90
Printing	295.12
Badges	23.95
Dues to Industrial Traffic League.....	10.00
President and director's expense.....	83.15
Secretary's traveling expense.....	601.80
Stenographer's salary	490.00
Secretary's salary	1,903.00

\$3,937.85

Balance, January 1..... 403.57

\$4,341.42

The report was accepted and filed.

REINSPECTION REPORT.

Geo. A. Wells made the following report for the committee that conferred with the committee from the Kansas City Board of Trade on reinspection of grain as follows:

Mr. President:—Your Committee beg leave to report that a conference was held with the rules committee of the Kansas City Board of Trade at 10 o'clock a. m. this date. There were present also representatives of the millers and the railroads.

The discussion was very thoroughly conducted along the lines of the previous discussion before this convention, without developing any particularly new ideas that were not suggested in the previous discussion.

The question of changing the present rule is now in the hands of the rules committee of the Board of Trade, and they promise to give it careful consideration and to report to the board of directors, who will grant a further hearing, if desired, before submitting the question to the final vote of the board of directors as a committee of the whole.

The representatives of the railroads promised to give special attention to making prompt delivery of corn to the elevators during the germinating season, in order to avoid loss by deterioration in quality after arrival.

Your committee would recommend that the members of the Kansas Grain Dealers' Association be very particular to report any and all cases of loss because of delayed reinspection in any terminal market to which they ship, and to firmly maintain the position of demanding a change in the rule of the Kansas City Board of Trade to provide that the original inspection shall be final, except the right to re-sample and call for re-inspection within 24 hours, or in case of cars loaded too full for a thorough inspection, or of plugged cars, pending the final decision of the Kansas City Board of Trade in this matter.

The report was accepted and the committee discharged.

J. A. Pribble made the report of the arbitration committee, showing the work done during the year. Seven cases were decided. The report concludes as follows: "Your committee finds that there is nothing in the By-laws or Arbitration Rules to prevent members, who have had decisions rendered against them, in cases which come before the arbitration committee, from tendering their resignation before the award has been paid. Your committee, therefore, recommends that an amendment be made to the By-laws, so as to protect members in whose favor decisions have been rendered, in order that they may secure the amount of their awards, should the member who has had a decision against him try to avoid payment by resigning."

The report was received and filed.

THE RESOLUTIONS.

W. F. McCullough read the report of the committee on resolutions as follows:

LAW COURTS REFORM.

Whereas, The system in vogue for the trial of cases in the criminal, equity and law courts of the United States and of the several states is the subject of much current discussion, both lay and professional, and is severely criticized for its technicalities and its useless expense and delay; and

Whereas, The matter of procedural reform is receiving the thoughtful consideration of the Ameri-

can Bar Association through a special committee created for that purpose, and its efforts to bring about the needed reforms have received the hearty endorsement of the National Conference on Uniform State Legislation, which met in the city of Washington on January 17, 18 and 19, 1910, and a committee was appointed by it to work for the same reforms; and

Whereas, This Association recognizes the need of radical changes in the administration of the law, both in criminal and civil actions; therefore, be it

Resolved, That we heartily commend the action of the American Bar Association and its committee, and the National Conference on Uniform State Legislation in their efforts to bring about these needed reforms.

REPAIRS ON LEAKY CARS.

Whereas, Special repairs to cars often are made in transit, thus covering up all evidence of loss of grain caused by leakage therefrom; and

Whereas, By these repairs such cars are apparently in good order upon arrival at unloading points although they have been leaking; and

Whereas, The opportunities for discovering responsibility for such shortages are thereby eliminated, unless the railroad car repair records are accessible to the shipper or his representatives; and

Whereas, The shipper is entitled to all information that affects the quantity of grain to be delivered by the carrier; therefore be it

Resolved, That we, the members of the Kansas Grain Dealers' Association, assembled in convention at Kansas City, this 10th day of February, 1910, do hereby request permission of the railroads for the shipper or his representatives to examine their car repair records at the various terminal points; and be it further

Resolved, That the Secretary of this Association be instructed to forward copies of this resolution to the general traffic managers of all grain carry-



"KNUTE" MURPHY AND GEO. H. DAVIS.

ing railroads, operating partly or wholly within the state of Kansas.

BUCKET SHOPS.

Whereas, We believe that the existence of "bucket shops" is a detriment to the regular and legitimate grain trade of the country; and

Whereas, There is now in effect in our state a stringent law prohibiting the operation of these concerns, requiring only its proper enforcement to make it effective; therefore, be it

Resolved, That we urge upon the Attorney-General of the state a strict enforcement of the law at the hands of the proper officials, and pledge our support in such enforcement.

THANKS TO KANSAS CITY BOARD.

Whereas, The Kansas City Board of Trade has again demonstrated their hospitality by the dinner and entertainment given our members, thereby contributing to the pleasure and success of our meeting, be it

Resolved, That the thanks of the Association be and they are hereby extended to the Kansas City Board of Trade for their entertainment and for the cordial spirit in which it was conceived and carried out; be it also

Resolved, That a copy of this resolution be furnished the Secretary of their organization.

DELAYED REINSPECTION.

Whereas, We believe that the practice of "delayed reinspection" as practiced in certain markets is detrimental to the best interests of the country grain dealer; and

Whereas, Other markets have discontinued the practice mentioned; therefore be it

Resolved, That we urge the discontinuance of this rule and practice at those markets where it is still in effect, and request that our officers co-operate with the officers of other state organizations to that end.

IMPROVING KANSAS WHEAT.

Whereas, An effort is being made through the state agricultural college to locate large quantities of wheat of a kind and variety best adapted to Kansas conditions and which will help to establish a higher grade of Kansas hard winter wheat, not only improving the yield but assisting in establishing in the markets of the world a reputation for Kansas wheat and flour; and,

Whereas, The College has not sufficient means at hand for carrying such work into effect; be it

Resolved, That this Association heartily endorses the efforts of the College and recommends that such moral and financial support should be given to its efforts as will enable it to carry on the work to best results, and be it further

Resolved, That a committee of five be appointed from this Association to confer with similar committees from the Northern Kansas Millers' Club and the Southern Kansas Millers' Club to devise ways and means to best accomplish this result, and that we urge our members to render such financial assistance to the College through the committee as is in their power.

The election of officers resulted as follows:

President, R. E. Cox, Elmore.

Vice-President, Paul Miller, Russell.

Secretary-Treasurer, E. J. Smiley, Topeka.

Directors: First District, S. J. Thompson, Holton; Second District, Perry M. Allen, Coffeyville; Third District, Eugene Kelly, Wichita; Fourth District, M. S. Graham, Zurich.

It was moved and carried that cards of uniform size, color and printing be adopted by the Association to be tacked on all car doors containing shipments of Kansas Grain.

The meeting then adjourned sine die.

KANSAS CONVENTION GOSSIP.

Rollie Watson represented the Millers Mutual Fire Insurance Association of Alton, Ill.

L. Cortelyou, Muscotah, Kan., is president of the new Farmers' State Bank of Muscotah, which starts in business on February 15.

The lucky 13. Thirteen years since E. J. Smiley became secretary of the Kansas Grain Dealers' Association, which is more prosperous today than ever before.

G. H. Forest and R. B. Taliaferro of the Kansas City branch office of Fairbanks, Morse & Co., Chicago, had an interesting exhibit of scales and engines at 1217-19 Union Avenue.

P. H. Pelkey, the popular elevator builder of Wichita, Kan., had his headquarters in room 137 of the Coates House, where he showed plans and numerous pictures of some of the model elevators he had built in the Southwest.

In a room adjoining the convention hall A. A. Barry exhibited a Richardson Automatic Scale. The capacity of the scale was 1,000 bushels per hour and it was in continual operation for the benefit of the grain dealers between sessions.

Among the machinery houses represented were the Weller Mfg. Co., Chicago, by W. H. Kaiser; Huntly Mfg. Co. of Silver Creek, N. Y., by J. H. Henderson; Invincible Grain Cleaner Co., of Silver Creek, N. Y., by Frank J. Murphy.

The Kansas City Board of Trade entertained the grain men at a dinner and vaudeville performance at the Coates Hotel Wednesday evening. Both the dinner and the performance were up to that high standard for which the Board of Trade's expressions of hospitality are noted.

H. A. Foss, chief weighmaster of the Chicago Board of Trade and Assistant Weighmaster A. E. Schuyler, were cordially welcomed by all the Kansas dealers and by the Kansas City Board of Trade. Mr. Foss read an excellent paper before the convention illustrated by views of cars from photographs taken at the Chicago elevators and railway yards.

Other states represented were: Geo. A. Stebbins, Red Oak, Iowa; Geo. A. Wells and M. McFarlin, Des Moines, Iowa; C. L. Weeks, Omaha, Neb.; E. Bossemeyer, Jr., Superior, Neb.; O. C. Thomas, Danbury, Neb.; Geo. P. Bissell, Central City, Neb.; J. W. Hiles, Lincoln, Neb.; C. W. McFarland, Blackwell, Okla.; J. H. Shaw and W. M. Randels, Enid,

Okla.; J. Weaver, Muskogee, Okla.; P. V. Sutters, Fairland, Neb.; H. B. Dorsey, Fort Worth, Tex.; E. M. Rogers, Fort Worth, Tex.; D. C. and E. R. Kolp, Fort Worth, Tex.

There was a constant crowd about the Avery Scale exhibit in the lobby and Ben P. Ordway and A. J. Brown of the Kansas City office were kept busy showing the working of the scale. On the last day N. C. Webster, manager at the home office, North Milwaukee, Wis., was a visitor.

The ears of corn for identification were much sought after. This service was complimentary by the Grain Dealers' National Mutual Fire Insurance Co., of Indianapolis, Ind. The representatives of the company were C. A. McCotter, secretary, Indianapolis, and C. R. McCotter, W. M. Sloan and Frank Rexford of the Kansas City branch office.

The following Kansas Dealers were present: R. E. Cox, Elmore; F. A. James, Burden; J. R. Ritchey, Enterprise; W. M. French, Partridge; Perry N. Allin, Coffeyville; A. Wangerien, Vining; J. H. Hill-ye, Dodge City; W. H. Hastings, Wichita; Eugene Kelly, Wichita; O. L. Crouch, Metcalf; P. J. Pacia, Sabetha; C. D. Schmidt, Frederick; Fred Fisher, Frankfort; H. W. Wickham, Salina; J. C. Bradley, Rossville; Jno. E. Hughes, Culver; W. F. McCullough, Wichita; R. A. Braik, Erie; T. L. McCormick, Leona; W. C. Peterson, Reserve; W. C. Evans, Schroyer; J. H. Kinnear, Powhattan; C. D. Kinnear, Powhattan; Lue Roberts, Germantown; P. D. Peree,

ler; J. E. Rule, Clayton; J. E. Robinson, Corning; J. F. Tombs, Wellsville; C. L. Parker, Sabetha; B. E. Stratton, Powhattan; J. B. Jennings, Jennings; Wm. Townsend, Barneston; E. T. Puckett, Pleasanton; W. F. Hinerman, Brookville; A. J. Lyons, Langdon; W. S. Yundt, Arlington; Jno. Carroll, Chapman; Frank Thomann, Summerfield; A. J. Wilson, Green; W. O. Woods, Selkirk; Ed. H. Webster, Manhattan; B. F. McCarthy, Bronson; W. N. Hammer, Nora; J. H. Dongan, Robinson; J. T. Stout, Hutchinson; Lee Baumgartner, Bern; J. B. Nicholson, Topeka; M. W. Cardwell, Perry; W. A. Miller, Anthony; H. L. Strong, Conway Springs; S. R. Taylor, Onaga; J. Grossnickle, Onaga; E. M. Stull, Palco; R. E. Weavers, Simpson; J. E. Andrews, Carsten; H. F. Witten, Marysville; Chas. A. Giger, Robinson; J. M. Martindale, Salina; J. C. Dopp, Glasco; H. C. Thompson, Wichita; Arthur Harter, St. John; J. B. Sager, Clyde; N. F. Probst, Arkansas City; J. W. Macher, Wamego; H. O. Bradley, Topeka; F. D. Strous, Wichita.

THE IOWA SMALL GRAIN ASSOCIATION

The Iowa Small Grain Association held its first annual meeting and show at Ames in January and had on exhibition the largest amount of corn and small grain ever shown at one time in Iowa. There were 955 exhibits, or 175 more than the total number shown at Des Moines at the Iowa Corn Show.



MEN WHO LOOKED AFTER INSURANCE INTERESTS.

Marysville; Andrew Stramel, Bison; J. C. Haines, Augusta; S. C. Groth, Elsworth; H. R. Washer, Atchison; J. D. Mead, Ft. Scott; J. W. Connor, Hartford; S. H. Pitts, Wichita; Jno. Rollin, Winfield; J. H. Strahn, Berwick; A. E. Barkemayer, Sedgwick; B. F. Blaker, Pleasanton; L. J. Woodhouse, Lancaster; D. W. Mowrey, Gardner; James Dobbs, Wichita; T. S. Wise, Reserve; H. Work, Ellsworth; A. F. Fisher, Hudson; Jacob Hitz, Hudson; L. Cortelyou, Muscotah; Paul D. Miller, Russell; C. E. Sheldon, Everest; W. S. Dolton, Topeka; C. H. Neal, Olathe; J. W. Melvin, Galva; M. P. Thirlen, Irwin; C. Jennings, Bucklin; Wm. Schrenker, Walker; F. D. Sperry, Grainfield; O. W. Hutchinson, Wichita; M. S. Graham, Zurich; G. Cormerais, Wichita; E. N. Bailey, Baileyville; C. A. Kalbfleisch, Harlan; J. N. Black, Lebolt; J. M. Decker, Concordia; O. F. Brewer, Norway; O. L. Crouch, Caldwell; H. B. Dongan, Robinson; Chas. D. Marshall, Clifton; James McAdam, Minneola; A. D. Blanchard, Topeka; R. R. Sherar, Wichita; M. P. Thielen, Irving; S. T. Roach, Englewood; Francis S. Miller, Ludell; O. S. Moyer, Atwood; C. E. Currin, Concordia; Fred Mosher, Rexford; F. B. Bonebrake, Osage City; C. E. Winthrop, Wichita; C. A. Smith, Wellsville; E. M. Blue, Protection; R. W. Dockstader, Cawker City; C. E. Williams, Hiattville; H. J. Hauck, Valley Falls; Jesse Starbuck, Horton; E. A. Miller, Bigelow; J. E. Mills, Barretts; M. Halbert, Overbrook; C. W. Binkley, Wichita; N. H. Kent, Wichita; George Koch, Wichita; Emmett Berry, Bluff City; James Robinson, Potter; W. C. Kirby, Wheaton; F. Force, Wheaton; M. J. Young, Coffeyville; E. B. Cool, Fow-

The Iowa Small Grain Association held its first show at Ames this winter. There were 114 samples entered, making this the biggest small grain show ever held in Iowa. The prize offered for the grand champion bushel of oats was won by Frank Kouba of Blairstown, on a sample of large white oats; sweepstakes in large yellow oats went to Henry George of West Union; the championship in small oats went to J. W. Coverdale of Elwood, on a sample of Early Champion; E. B. Glenn of Union won sweepstakes in small yellow oats; Henry George of West Union was given championship on wheat on a sample of hard winter wheat; sweepstakes on barley went to Frank Kouba; first on spelt or emmer to Chas. Garrett; first on clover seed,—northern section, J. H. Burgey; southern section, J. M. Maxwell; sweepstakes on timothy, J. H. Burgy.

The Association was reorganized on a broader basis and will be hereafter known as the Iowa Grain Improvement Association. It will devote its work to the improvement of corn and all kinds of grains and grasses. The new officers are Merritt Greene, of Marshalltown, president; Fred McCulloch, of Hartwick, vice-president; L. C. Burnett, of Ames, secretary, and H. N. Woods, of Iowa Falls, treasurer.

The purposes of the organization as outlined in the constitution are to co-operate with the Iowa Experiment Station and the United States Department of Agriculture in testing new varieties of seed and to encourage improved methods of agriculture by co-operative experiments, by holding regular meetings and competitive contests and by getting out a printed report annually.

[For the "American Elevator and Grain Trade."]

ST. LOUIS GRAIN AND FLOUR NOTES.

BY L. C. BREED.

In impaneling the February Grand Jury, Judge Hitchcock of the Criminal Court called attention to the laws governing bucket shops.

Among the recent deaths of members of the Merchants' Exchange is that of Frederick Tiedeman, at the ripe age of 80 years, which took place at O'Fallon, Ills., where Mr. Tiedeman was engaged in the milling business in the early seventies. He was the descendant of a noted Hanoverian family and a participant in the struggle in Mexico which resulted in establishing the present Republic. During his business life, his two brothers, Charles and Ernst, were associated with him.

On January 31st, Congressman Duncan E. McKinley addressed the members on the importance of a larger merchant marine, subsidized by the Government, as a means of enabling manufacturers and producers of the United States to compete in the markets of the world.

Added to other claims it has for distinction, East St. Louis raises more wheat than any other city in the world. Towns that raise wheat crops inside their limits are not common, and if there is another city of 60,000 population which does, East St. Louis would be glad to hear about it. There is a farm within the city's area, on which 6,100 bushels of wheat were raised last summer, some of which was sold for \$1.25 per bushel, and for the entire crop the owner will average \$1.18 per bushel.

John L. Messmore was elected president of the St. Louis Grain Club at its first annual banquet at the Mercantile Club. The other officers elected were Edward M. Flesh, vice-president; Thomas K. Martin, secretary and treasurer; J. Schreiner, Ralph Pendleton, G. C. Martin, Edward F. Catlin and T. B. Morton, executive committee.

The men under indictment on a charge of conducting bucket shops lost in the Criminal Court when Judge Grimm denied a motion to quash the indictment against William F. Ryan. The decision means the defendants will be forced to stand trial. Conducting a bucket shop in this state is a felony.

Owing to his election to the presidency of the Exchange, Manning W. Cochrane resigned the chairmanship of the Weighing Department, on which he has served to general satisfaction for several years. He was the recipient of a beautiful bouquet presented by his fellow-members of the committee in acknowledgment of his able service in the work of the Department.

The Exchange has been notified by the Railroad and Warehouse Department of Missouri that the commissioners had adopted new regulations governing grain and hay inspection, to go into effect February 15th, and the new regulations have been posted on the floor. These regulations were in conformity with those recently adopted in a number of states at the instance of the Grain Dealers' National Association, which has for years been urging the uniform grading of grain. The principal change from the present grading is in making Pacific Coast wheat a separate classification, whereas formerly it was included with red winter wheat.

The freight business of St. Louis, according to statistics compiled by Secretary Geo. H. Morgan and Assistant Secretary Eugene Smith, aggregated 44,527,940 tons for 1909. The increase over 1908 was 4,883,940 tons, or 12.31 per cent. The inbound traffic amounted to 27,326,838 tons. The outbound traffic amounted to 17,201,102 tons. The river traffic indicated losses in comparison with 1908 and 1907.

Commissioner J. C. Lincoln has issued a circular embodying a report of the Interstate Commerce Commission concerning tardy settlement of claims for overcharges. He further states that while there has been a decided improvement in the settlement of claims by carriers generally, he suggests, if the members have any claims involving straight overcharges in rate (loss and damage not coming within the purview of the Interstate Commerce Act) which have been outstanding more than one year from date of payment of freight charges, that they confer

with him for advice as to method of procedure to avoid the outlawing of such claims. In addition to the above, he suggests that he should be furnished with a statement of claims outstanding more than four months, with reference to claim number, name of road, nature of claim and amount, for use in his negotiations in expediting the settlement of claims.

At a meeting of the Board of Directors soon after the annual election, the following parties were re-appointed: Eugene Smith, assistant secretary; D. R. Whitmore, Fred Megiemy, A. P. McDonald, Marc J. Gautier, C. A. Wilson, Edward Loesch and William Loesch, office staff. All the departments or bureaus maintained by the Exchange were re-established by the reappointment of their heads, as follows: J. C. Lincoln, commissioner of the Traffic Bureau; John Dower, supervisor of the Department of Weights; Bert Ball, manager of the Publicity Bureau; Otto L. Teichmann was appointed a member of the Honorary Membership Committee. August Rump was appointed floor inspector and J. G. Hinchman provision inspector.

St. Louis is making an effort to secure for the city the National Corn Exposition, which is to be held next December, and steps are being taken to raise \$20,000, which it is understood is necessary in order to provide a fund with which to guarantee an equal amount from the gate receipts.

President Manning W. Cochrane, first vice-president, N. L. Moffit and Bert Ball, manager of the Publicity Bureau, attended the meeting (the two former as delegates) of the Council of North American Grain Exchanges, held at Chicago, on February 7th.

J. R. Lucas has formed a business connection with G. A. Venings, under the style of J. R. Lucas & Company, with office in the Merchants' Exchange building.

George F. Powell and John J. O'Rourke have formed a copartnership under the firm name of Powell & O'Rourke, and will transact a general grain business, with offices at 836 Pierce Bldg. Mr. Powell has been connected with the grain firm of Connor Bros. & Co. for twenty-five years, and for the past eighteen years has been a member of this old and well-known house. Mr. Powell has long been a member of the Merchants' Exchange and served a term on the Board of Directors. He has also been a member of the Traffic Bureau for seven years. He is a native of Baltimore and his business has in the past required trips to be made to Cuba and Mexico. His partner, John J. O'Rourke, has been a member of the Merchants' Exchange for over twenty-five years, and most of the time has been connected with elevator interests, latterly with the Brooklyn St. Elevator Company, which the new firm have arranged to manage. The elevator has recently been equipped with new fast sacking and cleaning facilities. Powell & O'Rourke will handle consignments of grain and also sell grain for immediate and future delivery.

The J. L. Wright Grain Company pay a high tribute to the honor and integrity of Illinois grain men, the occasion of which is owing to the fact that they began buying corn in that state early in the season, and notwithstanding there was an advance of from 12 to 14 cents per bushel, upwards of over a million bushels were either delivered on contract or settled for on the basis of the market. The only default was in case of one dealer, and that was only a 5,000 bushel lot.

The old veteran, Joe Toerstel, the fiery, untamed war horse of the Empires, declares he has more and better material from which to build a Merchants' Exchange baseball team than ever before. They issue a defi to all the clubs that played last year.

By order of the Board of Directors, the Exchange was closed on Lincoln's birthday, Feby. 12, and will be closed on Washington's birthday, Feby. 22.

Representatives of the Merchants' Exchange and Illinois Association appeared recently before the Railroad Warehouse Commission to protest against the State of Illinois weighing the grain that is inspected by it at East St. Louis. The Exchange wants its East St. Louis department to have charge of the weighing, as it can give better service, and

the millers and grain dealers object on account of having to pay twice for the service. The commission has taken the matter under advisement.

The trade in grain contracts for future delivery shows for the first half of January an improvement of more than 50 per cent over the corresponding period of last year.

Owing to financial difficulties, the Hunter Bros.' Milling Company has gone out of business. They occupied offices in the Price Bldg. until recently.

The North Market Feed and Coal Company has been incorporated—capital stock, fully paid, \$3,000. Incorporators: A. F. Haffner, William Haffner and Sam Printz.

The National Seed Company has been incorporated—capital stock, half paid, \$20,000. Incorporators: Arthur W. Schisler, Jacob Schisler, Edward N. Kaercher and William C. Essmuller.

The Fulton Bag & Cotton Mills Company, a Georgia corporation with a home capital stock of \$600,000, has been licensed to use \$50,000 thereof in business in St. Louis.

The Glosemeyer Flour Company has been incorporated—capital stock, fully paid, \$25,000. Incorporators: Vincent H. Glosemeyer, Frank X. Hiemens and A. B. Wallrapp.

The Republic Flour Mills Company of Springfield, Mo., has been incorporated—capital stock, 100,000. Incorporators: W. W. Coover, L. S. Meyer and A. R. Baldwin.

A CLEVELAND "LINE."

The Cleveland Grain Company caters more particularly to the jobber and retailer who deals directly with the consumer, to whom the quality of grain



ELEVATOR A, CLEVELAND, OHIO.

is perhaps a more immediately essential matter than price merely. The company's "plan of campaign," therefore, is to buy for quality in the first instance and then to prepare the grain in the best way to meet the demands of the consuming trade, and so they work grain through their houses on the basis of private inspection on narrower or closer lines of quality than are required of the public, or exchange, inspectors.

The elevators of the company are consequently located and equipped with this purpose of the company's business permanently in view. These houses are as follows:

Elevator A, at Cleveland, O.—This is an iron-clad house of one million bushels' capacity. It has every modern facility for handling grain in any condition. The house can handle one hundred cars per day, besides its multitudinous other duties, such as cleaning, clipping, purifying, drying, etc. This elevator receives and makes both lake and rail shipments.

Elevator B, at Indianapolis, Ind.—This elevator has a capacity of 650,000 bushels, and is properly located for receiving grain from practically all of the Middle West grain belt, and for the distribution of it to the North, East and South. The working part of the house is iron-clad, with steel bottom bins. The storage annex consists of eighteen circular tanks, thirty-four feet in diameter and eighty-five feet high, and ten intermediate or star tanks. These are all of circular hollow tile construction, fire and moisture-proof. This elevator is also equipped with an automatic sacking scale, enabling

them to furnish sacked grain advantageously. It has a capacity of fifty cars per day.

Elevator C, at Sheldon, Ill.—This elevator has a capacity of 650,000 bushels. Here is where the company's business had its inception, although the house at that time did not have anything like its present capacity. The storage part of this plant consists partly of wood and partly of tile. It is situated so as to draw its supplies from the finest



ELEVATOR B, INDIANAPOLIS.

corn and oats district of Illinois; is fully equipped with all modern grain handling machinery, and can handle thirty-five cars per day.

Elevator D, at Champaign, Ill.—Capacity 300,000 bushels. It draws its supplies largely from the southern half of Illinois. This section is particularly noted for its choice yellow and white corn. The handling capacity is twenty-five cars per day.



ELEVATOR C, SHELDON, ILL.

Champaign lies in the very heart of the corn belt, a section known as "The Granary of the World."

In the matter of details it is noteworthy that the company has its own traffic department (so necessary in these days of stiff requirements of knowledge of rates) in charge of an expert in rates, who also traces shipments, in which work he is assisted by a very complete tracer system which enables the



ELEVATOR D, CHAMPAIGN, ILLS.

company to locate cars from time of shipment to final delivery; moisture tests are made; weights are taken with double checking system at the company's elevators by disinterested exchange officials to protect the buyer; and cars are double sealed to prevent stealage. On the weight certificates a record is made of these car seals so that consignee may compare the seals on arrival of the car with the

record; if the car has been transferred en route, or the seals otherwise tampered with, he will know it at once, and can notify his agent accordingly.

The Company's specialty as said above is the jobbing business, with responsible members of which trade they are prepared to enter into contracts for deferred shipments or on a yearly basis. They also handle seed oats in season and are prepared to ship split cars and also sacked grain, as ordered.

The Company began business under its present management at Sheldon in 1881, but the present name and corporation organization dates only from 1897. The officers are as follows: C. G. Watkins, President; H. F. Lyman, Vice-President; A. W. Clark, Secretary; F. E. Watkins, Assistant Treasurer. Directors (who have not been changed in nine years)—C. G. Watkins, H. F. Lyman, J. C. Shaffer, J. D. Watkins, J. D. Upson.

The company has membership in the Cleveland Chamber of Commerce, Chicago Board of Trade, New York Produce Exchange, Indianapolis Board of Trade, Buffalo Chamber of Commerce, Boston Chamber of Commerce, and the Grain Dealers' National Association. The main office of the Company is at 201 Chamber of Commerce, Cleveland, Ohio. However, to serve the buying trade more efficiently, branch offices and selling agencies are maintained at the following points: Boston, Mass., E. P. Knight, 510 Chamber of Commerce; New York, Forbell & Kipp, 342 Produce Exchange; Philadelphia, A. B. Clemmer, 439 Bourse; Buffalo, F. G. Winter, 722 Chamber of Commerce; Washington, D. C.; J. V. Craig, 305 Jenifer Building; Indianapolis, E. K. Sheppard, 605 Board of Trade Building.

EARLY GRAIN TRADE.

Dealing in grain had its origin in the early civilization and has been generally controlled by custom, though legal restrictions in methods pursued have not been uncommon. As all customs are modified as occasion or necessity demand, so have the usages in the field of grain trading. The frequent changes of the customs and regulations of the corn laws of England furnish a fair vision of the tendency of dealers and lawmakers to make frequent changes and restrictions relating in any way to the practices of dealing in the grains contributing so largely to the food supply of the people, says the Market Record. In the early days most of the larger governments of Western Europe in seasons of full or large crops had grain to export.

Before the days of railroads one part of a country frequently had a surplus while another part of the same country had suffered crop calamity. It was then often better economy to import grain in such latter districts than to team supplies from long distances in their own country. This led to the levying of customs duties of both import and export and also to legal restraints in the movement of the grain. Laws were adopted making it a penal offense to buy the grain to sell again at wholesale, for that was held to show that the purchase was purely for speculation. To purchase for retail or consumption only was allowed.

For foreign dealings it was for centuries that exports were allowed only when prices had fallen to a fixed minimum value, and only when values had reached a certain maximum were imports legal. Restraints of one or another kind were the rule in all Europe until they were wiped out in the nineteenth century in England. Still later Germany enacted laws forbidding trading for the future delivery of grain but since that wiped them off, though maintaining a high import duty to sustain high prices of the home grown; but, to encourage flour manufacture she grants a rebate of the entire customs duty on the export of 62½ per cent of the product. The by-products including the coarse flour, are thus free of customs tax for the feeding of farm animals and the ultimate fertility of the soil.

The rumor is revived that John T. White, state grain inspector of Kansas, will resign his position.

Country dealers who had contracted to ship corn to Chicago in December were given an extension to January without penalty.

FACTS AND FIGURES

The Uniform Grade Rules go into effect in Missouri today, February 15.

The Omaha Grain Exchange has put in a moisture tester for the inspection department.

The Mexican government has decreed that "the regular wheat duty will be reduced 66 2-3 per cent effective February 15th to May 31st inclusive."

New Orleans in January, 1910, exported 40,000 bushels of wheat and 1,832,892:48 bushels of corn, an increase of corn over 1909 of 881,641:24 bushels.

At the annual meeting of the Ohio Grain Dealers' Mutual Fire Insurance Association on January 18 all of the old directors and officers of the Association were re-elected. J. W. McCord of Columbus is secretary, and his reports showed that 1910 was the best year in the history of the Association, with the largest amount of insurance in force and the smallest losses by fire.

An anti-bucket shop bill has appeared in the New Jersey legislature. By the terms of the proposed act any corporation that conducts a bucket shop is to be deemed guilty of a misdemeanor and upon conviction is liable to a fine of \$5,000, while in the case of individuals similarly interested and convicted the penalty is fixed at three years in the state prison or a fine of \$5,000 or both.

Twelve thousand dollars has already been subscribed for an alfalfa meal mill at Fort Morgan, Colo. The concern will be incorporated for \$50,000. The original capacity of the mill will be thirty tons a day, but it will be so constructed that additional machinery to give a capacity of sixty tons a day may be added. It is planned to have the mill ready for the first cutting of next season's crop.

The largest carload of wheat ever received in Kansas City, Kan., according to inspectors, was weighed in on January 19 at the mills of the Terminal Elevator Company by N. B. Barry, weighmaster of the state grain inspector's office. The car was of 100,000-pound capacity class, but contained 129,700 pounds of grain; that is, 2,161 bushels and 40 pounds. The car belonged to the Oregon Short Line.

President Robinson and Secretary Vining of the National Hay Association, during the past month, have been making a visit to the hay markets of the East, and have been royally entertained by the trade in those markets. They have also visited the hay terminals and inspected the facilities for handling shipments, every opportunity and convenience for doing so being afforded. Their report will be made to the annual convention at Cedar Point, in August.

The American demand for Canadian hay is still active, says the Montreal Trade Bulletin, New York and Boston taking the greater portion of the shipments, although intermediate points in the Eastern States are also buying all the Canadian fodder they can secure. It was thought about two weeks ago, that the American demand was merely a spurt that would collapse as quickly as it started up; but dealers now begin to think that Canadian hay will be required across the line for some time, notwithstanding the duty of \$4.00 per ton.

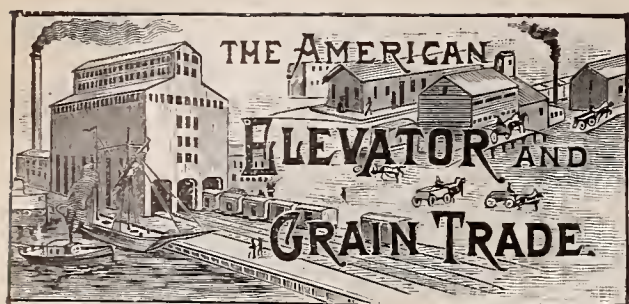
The Utah Secretary of State has licensed the incorporation of the Farmers' Grain and Mills Company. This company combines three grain companies—the David Robbins Grain Company of Salt Lake City, Longmont Farmers' Mill Company of Denver and the Globe Mills Company of San Francisco. The company is capitalized for \$150,000 and will have its principal place of business in Salt Lake City. J. R. Forsyth of Denver is president of the new company, E. J. Eisenmayer of Colton, Cal., is vice-president, and David Robbins of Salt Lake City is general manager.

CROP KILLERS ARE ANXIOUS TO DO SOMETHING.



Doesn't appear to be anything for them to say or do just now.

But they'll probably be busy later on. Keep an eye on them.—J. F. Zahm & Co.



Published on the Fifteenth of Each Month

BY

MITCHELL BROS. & CO.

OFFICE:

**Manhattan Building, 315 Dearborn Street,
CHICAGO, ILL.**

HARLEY B. MITCHELL.....Editor
A. J. MITCHELL.....Business Manager

Subscription Price, - - - \$1.00 per Year
English and Foreign Subscription, - 1.75 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, FEBRUARY 15, 1910.

Official Paper of the Grain Dealers' National Association
and of the Illinois Grain Dealers' Association.

THE TRANSIT PRIVILEGE.

The "transit" privilege is in course of adjustment, hearings on the subject having been held by the Commerce Commission during the past thirty days at Washington, Chicago, Memphis and Montgomery, Ala., while a committee of shippers and of railroad men at Chicago have drawn up a set of transit rules which, it is hoped, will obviate the complaints that have been made and which were the basis of the recent order of the Commission, that upset existing transit customs, which by this ruling, as shippers urged, had become confused. In a word, custom and the laxity of the carriers had enabled acute traffic men to manipulate "transits" with much profit to themselves or their principals and with much annoyance to less acute or perhaps more conscientious competitors in business; and the Commission found itself up to the question, Can the transit rules be reformed, or will it be necessary to abolish them?

There are a few—a very few—shippers who believe the privilege should be abolished and a flat rate made in and out of all markets. Louisville grain men are of that opinion, at least most of them are; but in the main both grain men and millers agree that "transit" cannot be abolished without great confusion to business and great damage to numerous markets. It would be particularly disastrous to most of the transfer markets of the Middle West and to interior millers. The situation of New York to-day, with reference to the New England trade, is an illustration of the absence of transit rights on grain—the sum of two locals puts the metropolis out of that market.

But there seems no reason to believe the Commission contemplates abolition of the tran-

sit privilege, provided the rules drafted by the committee named above or by others satisfy the Commission that the privilege can be continued with the abuses of the past eliminated permanently.

MARGINING CASH DEALS.

The propriety of calling for margins on cash contracts with deliveries deferred beyond thirty days will be considered by each one from the personal standpoint. Country shippers who have the "3 or better" habit deeply seated,—whose experience is dockage to the limit for off-grades and no premiums for "2,"—will not take kindly to a margin call; nor will shippers who always begin selling corn for future shipment as soon as the corn comes to the roasting-ear stage or before; and yet reasonable men, looking at the experiences of New York exporters with December and January contracts, an experience by no means singular to New York, must confess that responsible houses, like the New York firms interested, ought to have some redress outside the courts for defaults that cause them such heavy losses. Such a condition cannot continue indefinitely, in the nature of things—receivers' capital would sooner or later be exhausted.

We are inclined to think the "carding" system—the "3 or better" habit—is more or less responsible for the growing tendency to forward selling. It is a stimulus to free speculation among a class of men who ought not to speculate at all. Moreover, the habit of "carding the country" indiscriminately is another way of encouraging the same tendency as it furnishes the opportunity that irresponsible men need and heedless ones embrace. Calling margins would undoubtedly put a check on this sort of speculation. A selection by elimination of firms to whom cards shall be sent would do the same thing and do it quicker; for among strictly responsible men, who mean to live up to all contracts under all circumstances, margin calls would not be necessary and probably would not be objected to if they were made.

If a track bidder expects to "card the country" and do business with every man who offers him stuff, he must expect to meet the derelicts, just as a merchandise jobber or retailer would expect to do, who "trusted" every man who came in and asked for unlimited credit.

This "3 or better" habit is the "easy" way of doing business—on paper; and for that very reason receivers who encourage it ought not to expect it to work automatically.

BOYCOTTING COUNTRY BANKS.

The denunciation of the "methods" of many country banks by the speaking organs of the Iowa grain co-operative movement has, no doubt, a foundation in fact. The reluctance of sound bankers to loan money to co-operative grain companies, unless their responsible stockholders endorse the paper, is not surprising and is quite common. One does not have to go through an elaborate process of ratiocination to understand it. Nor need one be surprised that the "executive officer" of the federated co-operatives of Iowa should break out in hot anger and threaten a boycott of all such business concerns who refuse to loan their own and

their depositors' money to concerns whose paper, without substantial endorsement, would be exceedingly risky investments in the very nature of things. The chief weakness of co-operative business of this sort is its irresponsibility and its exceeding liability to stampede. It has been fortunate in the immediate past because the course of the markets has often "held up the hands" of unskilled managers; but the movement can stand but a very short run of adversity and bad management, and country bankers understand that fact quite well.

WEIGHING AT E. ST. LOUIS.

The system of weighing of grain at East St. Louis by the employes of the Railroad and Warehouse Commission is an inheritance of the present Commission from a former administration better remembered for its political activity than its successful conduct of state affairs. The system has never been satisfactory—has always been merely a perfunctory service; because it has never been conducted after the manner of modern grain weighing departments, and it could probably not be conducted that way without loss to the state. No comment is made on the character of the service by shippers, because, further than paying the fee as required, they have never paid any attention to it, all settlements with consignees and all payments of freight being made on the basis of St. Louis Merchants' Exchange weights which are themselves correct, and the Exchange's certificates contain also all information a shipper needs to know as to the physical condition of the car on arrival, on the basis of which his claim for loss or damage, if any, is made. The Railroad and Warehouse Commission, therefore, are simply taking advantage of the text of a law that is enforced nowhere else in the state, to forcibly collect from shippers a charge for weighing that represents no actual service rendered.

REINSPECTION OF GRAIN.

Mr. Stebbins at the Kansas City meeting was severe on the reinspection "customs" at Kansas City, Minneapolis and Omaha: calling a "spade a spade" is never a pleasant task, and yet there are times and occasions when it is necessary. So important a matter as this should never be left to determination by custom, for custom in such matters, where the shipper has only casual protection of his interests, always becomes a bad custom. The defense of the "custom," which tolerates unusual delays, made by Kansas City representatives, was therefore disingenuous, and did not go to the point made—that when grain is sold and it passes out of the possession of the shipper, he is still held by "custom" for any damage that may happen to it at any time before it comes into the physical possession of the buyer, though the said damage may happen through no fault of the shipper. Liability for loss or damage should follow the grain and do so immediately—if there is loss or damage to the shipper's grain before it reaches a buyer, the shipper expects to recover therefor in such ways as he can; the buyer should be compelled to assume the same liability immediately he comes into possession by transfer of legal title and bill of lading; and should loss or damage occur thereafter, the

burden of enforcing a recovery from the carrier should fall on the buyer—the owner; because after such legal transfer the shipper, having no longer a title to the grain in question, could not establish a claim for loss or damage, no matter how apparent the carrier's neglect.

It was well said that if St. Louis and Chicago and other markets can do business with an equitable rule in force, all other markets can do the same; and these exchanges of the West owe it to their reputations as fair markets to adopt such a rule as shall automatically protect their customers, whether they are present to protect their interests or not.

EDUCATE THE FARMER.

The Council of Grain Exchanges might do no more useful work of education than to teach the farmers, and the men who influence the farmers, what is the true function of the grain exchange and the service it performs for them. If the grain exchanges are finally shorn of any of their proper powers and privileges, it will be because the ignorant farmers ask for it; and when members of the Chicago Board of trade and the Minneapolis Chamber of Commerce, in their efforts to get business, go about the country condemning those exchanges at co-operative state meetings as "gambling" places that "set the price on our farm products" arbitrarily and maliciously, it surely is time to set up some sort of a counterirritant that shall have more of truth and less of demagoguery. It might not be a bad plan for exchange publicity bureaus to print such an address as that of Mr. Sager, then president of the Chicago Board, to the National Association at St. Louis in 1908, and circulate it through board firms in their correspondence with farmers' companies.

TAXING GRAIN TRANSACTIONS.

Commissioner Knox's suggestion that the bucket-shop might be cut out of existence and the business of legitimate exchanges promoted by taxing transactions, is not justified by experience. During the Spanish-American war transactions were taxed; and yet during that period the bucket-shop flourished like a "green bay tree." Christie in Kansas City, *e. g.*, at times did more "speculative" business than the Kansas City Board of Trade, and the impression obtains, too, that he did a big share of it without paying any tax on it. At any rate, he fought the tax in the courts, something that no legitimate exchange did; and if he did pay at all, it was only long after the war was over and the tax had been repealed. Meantime, too, shops flourished at St. Louis, Cincinnati and other places galore.

Making laws to "hit if it's a deer and miss if it's a steer" never did accomplish its object. The bucket-shop has been in trouble for some years simply because the Chicago Board of Trade has fought it, but it can't fight them everywhere. The charge was made at the Kansas meeting that the shops that run in that state in defiance of a "stringent law" are supported by country grain dealers who use them because the legitimate exchanges of the West do not fight the shops as they should.

Again, it is only "the law" that can't tell a bucket-shop from a legitimate exchange, and

for that reason the courts in Kansas City, Cincinnati and Indianapolis struggled for years with the problem what to do with an obvious gambling house, in the face of legal quibbles over definitions, or in the absence of a previous, or precedential, ruling.

Congress should leave to the legitimate exchanges the duty of policing their own business, as they are doing as rapidly as they learn how to do it without destroying honest business, and no other authority is so well qualified to make suitable restrictive rules as conservative and legitimate traders. Let the Government take upon itself the task of wiping out the obvious bucket-shop; and to do that needs only a reasonably clear definition of a bucket-shop and a disposition on the part of judges to enforce the manifest intent of the law despite the multifarious legal gymnastics of the "counsel for the defense."

ON TRADE PAPERS.

It has not been the habit of this paper to "talk shop" over much, with itself as the subject; but it cannot refrain from expressing its satisfaction when a grain association official goes out of his way, as did Mr. Cox at Kansas City, to remind his hearers that—

The trade papers each month keep all informed upon the varied things that affect the grain trade as a whole, and through such sources of information every dealer is as well posted on what is happening and what is needed to further his interests, as his brother dealer. I wish to impress upon the minds of all our members the necessity of taking a good trade journal or two, as the benefits to be derived therefrom will more than repay you for the small subscription price asked.

It is not that the trade papers are so much wiser than their readers,—for they are not always quite so well informed on all things as the dealer should be on the details of his business,—but they have a broader range for the accumulation of information, the presentation of which in a readable form each month is a service well worth $8\frac{1}{3}\%$ a month of any man's money. Success in business is more a matter of preparedness and breadth of vision than natural talent uncultivated and uninformed. The trade paper will not make a successful man out of an unsuccessful one; but it is a mighty poor paper of any kind that will not give any man in the course of a year a dollar's worth of information or pleasure.

THE CO-OPERATIVE ROAR.

One might have greater respect for the co-operative movement among farmers if it were not so palpably dominated by the "2x4's" who approach all questions of business and personal relations from the standpoint of the demagog who rants and roars and revels in unfounded statements, on the supposition, perhaps well founded, that that sort of fustian pleases "the people." The Iowa association of co-operative grain dealers is peculiarly the victim of this kind of insincerity and vulgarity. The assaults of its secretary and its chief fugler on the Iowa Railroad Commission were no sooner demonstrated by that body to be wholly without cause than the blatterer attacked the Illinois grain inspection as "rotten," at a time when the grain trade of the country knows that it never was better or more reliable and is infinitely better

than it has been at any time in more than a decade. Surely, thinking farmers can hardly have much confidence in or respect for such reckless denunciation that has no justification in fact or as a policy. Co-operation certainly cannot be permanently promoted by demagogism, peanut politics, and reckless disregard for truth and all the amenities of business and social intercourse.

STANDARDIZING CORN.

The present corn crop has done considerable to bring appreciation of the work of grain standardization by the Bureau of Plant Industry to many corn buyers. This board was the first to make a point of the effect of moisture on grain; and although there are those who this year bought heavily of water which they could not subsequently sell to receivers as corn, as they had hoped to do, and find fault that the moisture tests are all tommy-rot that ought to be ignored entirely by the inspectors, there are those others who go so far as to hold that it would be a great benefit to country grain dealers if the Government would establish certain standard grades, say of corn, and promulgate them.

It is easy enough to say, as Zahm & Co. do in one of their "Red Letters," that—
Prices being paid farmers at present are certainly good ones and should call for perfect corn. So when shippers receive a load or two that is chuck full of moisture, or has been out in the open, it should be bought at a good discount. One must only look at what some of this poor corn is bringing in the various markets to see that it must be bought at the proper discount. The very fact that some shippers pay the same price for all corn certainly does not encourage the farmer to raise a good variety or take care of his crop after it is cut. We believe corn should be bought from the farmer just the same as wheat—certain discounts for different qualities,—

but it is not so easy to do this in practice, and keep the good-will of all one's patrons. Farmers are not all the most reasonable of people. But, it is argued,—and we present the thought for what it is worth, for the reader's own consideration,—if the Government should promulgate certain standards of moisture for the several grades, it would enable buyers in the country to use them as their answer to any complaints of customers that they were arbitrarily discounting good grain simply because it carries a "little moisture," the amount of which could be quickly found by the use of an inexpensive tester.

Quite likely such standardization of grain would go farther than any mere talk of buying on the merits of the grain to bring about that improvement in the quality of corn and its curing that is so greatly to be desired.

DEMURRAGE CODE.

Grain dealers of the country should join their protests to those of the Chicago Board of Trade, the Cincinnati Chamber of Commerce, etc., against the National Railway Commissioners' Association Demurrage Code, that reduces the free time for grain at transfer markets to 24 hours. Nowhere at a transfer point is this time enough in which to handle a car of grain; and the Commission should be notified by letter from dealers everywhere that for them to approve and promulgate the Code would be to inflict heavy damage on the trade without any recompense whatever.

EDITORIAL MENTION

Chairman Scott will give a hearing on February 18 at Washington to all who favor or oppose his anti-"futures" bill.

As a "Key-note," Mr. Pfarrus's address to the Council of Exchanges was certainly a reverberative one; and will have a wholesome influence.

The installation of a new marine leg and grain dryer at Toledo will open up a new market for damp corn and spring wheat for distribution to interior millers.

The Kansas Association meeting of 1910 was one of the very best of many that excellent association has held in its time. The addresses were uncommonly able and interesting.

There is no hardship in selling sulphured oats by name: the trade is quite aware what they are when labelled "purified," and they will sell as rapidly as "sulphured" as "purified."

The proposed margin rule is an equitable arrangement, made necessary by lack of due recognition of the sanctity of contracts by shippers; but the practicability of enforcing it is a question that has not been entirely thrashed out.

Mr. James Carruthers of Montreal believes the Manitoba Grain Growers' government ownership of grain elevators will be a failure. Very likely; but before it turns out so, Manitoba may be thankful if the growers don't ask the Government to "run" their farms for them as well.

Grain prices are high enough to suit most people; but in parts of Montana the grain elevator and warehouse men have not been quite satisfied with this, and so have been "warring" in order to boost them still higher. The altitude out there makes men quite flighty at times.

The Iowa co-operatives, with that fine sense of the consistencies for which their bunch of leaders are noted, in one resolution denounces the Commerce Commission for discrimination against Iowa in traffic arrangements and in another condemns the Iowa Railroad Commission for bad management of its affairs, and then demands another kind of Government function in the way of Federal inspection of grain—as if the latter body would be more impeccable than the former.

The Supreme Court decision in Minnesota upholding the demurrage law of that state has been the signal for the filing of a multitude of claims. The law provides that the carriers are required (1) to furnish empty cars within 72 hours at country points and within 48 hours at terminal points; (2) to move loaded cars at an average rate of 50 miles for each 24 hours after making one day's allowance from date of bill-lading; and (3) to place loaded cars upon delivery track within 24 hours after arrival at destination. Undoubtedly many violations of the law have occurred since July 1, 1907; and

where actual loss has occurred that loss should be claimed; but each must decide for himself the expediency of pushing every claim that might have color of title without serious actual loss.

Hutchinson & Son at Arlington, Ind., make a practice of cleaning seed wheat and clover for their patrons, and find it profitable to themselves as well as to the farmers. They talk good seed and clean seed and find that their personal agitation of this important matter has materially improved the character of the grain and seed they have offered them.

Complaint comes from Michigan that swindlers are going through that state selling seed oats, for which impossible representations are made. It is said that the seed is offered only in four bushel lots at \$4 per bushel, and that the seller will contract to take all the oats grown from this seed "at the market price." This last might be no great hardship; but there are so many earmarks of fraud about the proceeding that dealers should warn their patrons to look out.

There seems to be a general and perhaps justified alarm in Iowa relative to the seed corn for 1910. The quality is very uncertain—suspiciously bad, in fact; and Prof. Holden has predicted that the crop will fall off heavily unless farmers test their seed carefully before planting. The Western Grain Dealers' Association will no doubt put its members in touch with holders of good seed, but it is up to the dealers themselves to impress upon the farmers the real crisis before them.

Referring to the Michigan Millers' Mutual Fire Insurance Co.'s warning to look out for "enclosed places" as harborage for concealed fire, the report comes in from Fairmont, Minn., that—

When workmen came to repair the slight damage done by the fire at the Wohlheter Elevator the other day they found it to have been little less than a miracle that there had not been a disastrous fire there long ago. The chimney where the fire originated was not bricked up at all, the back merely built up against the lath and plaster. Thus there was only the thin coating of plaster to protect the wood from being ignited. Such careless workmanship is positively criminal, jeopardizing as it does property and life itself.

Of course; but the question is, how many more such chimneys are there in elevators and is there one in your house?

Charles A. Rowe of Jacksonville, president of the Illinois Corn Growers' Association, has confessed that because other good farmers and seed growers have to "meet the demand upon us by the farmers for larger and better yielding corn, we seed corn breeders are getting our corn too large and late to cure safely in unfavorable seasons." Many who pointed to the season of 1908 as proof to the contrary have now come face to face with the truth of Mr. Rowe's confession, as demonstrated by the crop of 1909, as it was in several years prior to 1908. The big corn is fine enough if it matures; but as it does not seem to do that, in a large part of the corn belt, in the majority of years, it begins to look as though the

"big corn" is not after all what is needed by American farmers.

The grain dealers can point to no one accomplishment of association work more beneficial than the widespread interest that has been awakened among farmers in scientific corn culture and seed selection during the past three or four years. In spite of about three-quarters of a century of "farm papers" and of a little over a decade of aggressive work along this line by the Agricultural Department, it still remained for the "good-seed-train" agricultural propaganda of the grain trade associations to create the real militant interest in good farming that is now filling the country from St. Paul to New Orleans and from New England to the Mountains. It is an accomplishment to be proud of.

From all over the West and Northwest come complaints of shortage of grain cars. In Chicago the situation has been most trying—delays have been intolerable; and for a time the Illinois Central refused to accept shipments to this city. The railroads, in fact, are up against a condition of things that was anticipated by shippers two years ago, when at least one of the grain associations urged the carriers to take advantage of the slackness of business in 1908 to build more locomotives and to make the repairs so necessary to put their rolling stock into condition to meet the traffic that would come with a revival of business. They did not do so; and the congestion then anticipated is here.

It is rather curious that the attorney-general of North Dakota has been compelled to give notice to the effect that the practice of farmers' elevator companies of issuing storage tickets as security for loans from commission houses at terminals is a criminal act; and that in a certain Iowa county the first action under the pure feedstuffs law was instituted against a farmers' company which offered for sale certain bags of middlings from another state which did not bear the tag showing it to have been examined and passed by the pure food inspector and that the elevator association was fined \$20 and costs. In view of the fact that both laws were made at the dictation of the farmers, one is thus pained to see how human after all is the farmer with a knocker in his hand habitually.

The *entente cordiale* seems to have been restored between the Minnesota inspection department and the North Dakota farmers; for Mr. Eva, the chief inspector of Minnesota, is able to quote in his last report, just out, the report of the North Dakota Grain Commission to the effect that they are satisfied the North Dakota farmers get a fair deal in Minnesota. It is not at all likely that Mr. Eva has found it necessary to remodel his methods in any respect—the inspection has always been an honest one; but the North Dakota men have taken the trouble to be on hand to see the condition of their grain offered for inspection; and have found that as to dockage, the chief cause of offense, the farmers, or shippers, from North Dakota have been notoriously at fault themselves; and the more active member of the Commission, in a published circular, over his own signature, has called attention to the fact

and urged farmers to clean their grain before shipping as more economical than paying freight on screenings and then giving them away at the terminals.

Chicago public elevators have given notice of an increase in rates after next July 1, on the score that the business is not profitable at present rates, or at any rates now possible. There was a time when the business of public elevator men was immensely profitable—just straight warehousing; but because of the change in the methods of merchandising grain since track selling became the fashion, and because the warehouse men tried to carry water on both shoulders—as dealers in as well as custodians of grain—the public warehousemen have managed to make that end of their business unprofitable and not very popular; and the fact is one of the unfortunate changes in the trade methods in recent years.

The Commerce Commission began on January 14 an investigation of the operation of the milling-in-transit privilege. The privilege is well understood, and taken literally is a valuable and probably entirely legitimate one. But there is little question that it has been abused in its use by clever shippers to manipulate rates. The Commission has repeatedly said that it has no desire to abrogate the privilege but to so regulate it that fraud and manipulation shall be impossible. At this time the Commission, which has already made a ruling, is trying apparently to get data that will enable it to meet the objection that its order is not "explicit" and make one that the experts can't get around without coming out in the open.

A fact that we have heretofore dwelt upon with some insistence, to-wit, that lightning is a very frequent cause of elevator fires, is spoken of by Sec'y McCotter of the Grain Dealers' Fire Insurance Co. as "the cost of the most damage," although not always the most serious. In the seven years of the company's history there were 70 fires caused by lightning, being 28% of the whole, against 48 (19.2%) caused by locomotive sparks,* 26 "unknown" and 22 from friction. Mr. McCotter well says that—

A loss of an elevator during the lightning season is at the most important time of the year and it is not wise to run the risk when it can easily be avoided. This company has no record of an iron-clad elevator with metal roof being struck by lightning, for which a credit of \$3.50 on the \$1,000 is given in the basis rate. It will not cost \$100 to properly equip most any country elevator with standard lightning rods. Many elevators have been rodded during the past season. It is a problem for every elevator owner to consider in self-defense.

Senator McCumber's latest advice to his farmer constituents is to combine for the purpose of plundering their neighbors by means of high prices for grain. This is precious fine business for a U. S. Senator to be engaged in, surely. In looking over the published reports of the Hon. Senator's Fargo address (January 20) one fails to find one syllable of suggestion that North Dakota farmers should improve their yields, should husband the fertility of their lands or better their processes of farming—only this:—"So the whole law of this economic life in

this world might be reduced to a simple, and not over-beautiful axiom, 'Eat or be eaten.' Grow and develop or allow yourself to be the food for the growth and development of others." One must congratulate the Senator on his steadfastness. The Sioux, who inhabited the Dakotas before he arrived, ordered their lives on exactly that theory, whether they formulated it in the same way or not. One is pleased to see, therefore, that the Hon. Senator has not departed from the traditions of [some of] his people.

If one may believe a speaker at the Kansas meeting the other day, and there is no reason to doubt him, the bucket-shops of that state (where a law strictly prohibits their existence!) are largely supported by the country grain dealers. This seems absurd; and yet one might understand why this should be possible. Consider how much easier it might be to place an "order" with a shop than with a regular house. One is inclined to the belief that trading on 'change is to many dealers as much an unknown quantity as it is to the "man in the street." The hedge is a sure insurance in the grain and milling business, when used intelligently, and it should be used by every careful dealer, who will never, of course, speculate. There are few lines of business—some say there is no line of business—that are so safe, so sure to yield a competence to an intelligent man as the grain business. The use of common sense in the management of details of the business at the elevator and the intelligent use of the hedge on 'change are complete defenses against speculation; and the late Frank Peavey said the man who did not speculate should never fail in the grain business. But the dealer must know how to trade on 'change.

A "Chicago Board of Trade official" is credited by the Associated Press with saying:

The grain interests will not object loudly to rate advances if the existing parity is maintained, so that relations between individuals, interests and communities are not disarranged. Neither do we object to great power in the hands of the carriers if it is not used against our welfare, as it is sure to be without close, careful and continuous supervision.

Perhaps not; but a better answer to railroad effort to increase rates (because it protects producer and consumer alike from an unjust tax, while it also protects the middleman whose interest seems to be the only one considered by the person quoted) is the reply of the Ohio Grain Dealers' Association and the Ohio Shippers' Association to the carriers' declaration that a general advance in freight rates is necessary—that an examination of the carriers' own reports of earnings shows that the net income of the roads of the country increased 453% in ten years, while the average rate of dividends on stock rose from 5.43% in 1897 to 6.23% in 1907 and still there was left a handsome surplus. The middleman, who has his remedy for unfairness with the Commerce Commission, is more willing than he should be to concede advances, or regulations that mean more expense to the shipper, as unimportant provided the advances are uniform and affect all handlers alike, overlooking thereby the interests of producers and consumers who, not being themselves in a

position to defend their personal interests, have the moral right to expect the "man between," who assumes to do so, to protect those interests for them.

It is somewhat of a surprise to see one of the most persistent advocates of the "cwt." as a substitute for the bushel unit in buying grain "hedging" at a time when so many grain men east of Illinois are approving it. He hedges for the very good reason, just beginning to dawn on him, that the profit in business is made on the "unit," and that the "modern tendency is to cut the profit on each unit dealt in"; so that when dealers all get to buying and selling by the "cwt." they will make no more money handling 100 lbs. than they do now handling 56 to 60 lbs., yet the expense of handling 100 lbs. would be just as great as it is now. The "cwt." system would be more appealing if it were in use anywhere in the world outside of San Francisco, or likely to be. As it is, the man who buys now by the "cwt." reduces bushels to cwts. when buying, and then has to reduce "cwts." to bushels when selling.

Among the many excellent points of Mr. E. Pfarrus's address at the Council meeting on February 8, that referring to the sewer wastes of fertilizer in this country is not the least striking. To that loss may be added the immense waste involved in our system of garbage disposal, only a small part of this vast daily accumulation of potential fertilizer being used for any good purpose, except in some instances for the manufacture of steam. Chicago, for example, boasts of her great feat of spending \$50,000,000 on a drainage canal that not only robs the world of a vast amount of fertilizer annually but pollutes a great valley in doing so, and sets a bad example to innumerable municipalities of getting rid of sewage and garbage in the easiest and most expensive way; while Berlin, for example, a city of about the same size, utilizes all similar waste matter and makes a large profit in doing so, after paying all expenses of the drainage of the city, both operative and constructive. Such is the difference between a broad intelligence applied to municipal affairs and thoughtfulness of the future and our own thoughtless way of administering the inheritance that Nature has put into the hands of the people of North America—the most recklessly extravagant people the world has ever seen.

The Senate committee on agriculture has arranged to hold hearings on the McCumber bill for federal grain inspection, beginning February 15. On that date representatives of the Baltimore Chamber of Commerce will be heard and friends and opponents of the measure from other sections will be heard later.

The State Agricultural Experiment Station at St. Anthony Park, Minn., has received reports from various farmers of the state regarding the productive power and quality of "No. 105" barley, a variety developed at the station and more widely used last season. It has been found that under favorable conditions an increased yield may be expected from the use of the seed. An annual value of the total barley crop of Minnesota, on the farms, is now about \$17,000,000. Sample barley seed from practically every civilized country in the world is being used at the station. The experiments consist of crossing and hybridizing in an attempt eventually to secure in one plant all of the good qualities which appear singly in the different seed growths.

TRADE NOTES

The Jeffrey Manufacturing Company of Columbus, Ohio, are very large manufacturers of elevator buckets and they present a list of their Standard Steel Buckets in Booklet No. 34 which they will be glad to mail upon request.

J. H. Henderson, recently representative at Buffalo, N. Y., of Prinz & Rau Mfg. Co., of Milwaukee, has taken charge of the Kansas City office of the Huntley Mfg. Co. of Silver Creek, N. Y., succeeding H. C. Draver who has engaged in the second hand machinery business.

A Tacoma telegram says that the South Manchurian Ry. has decided to build grain elevators for handling grain and that James Stewart & Co. have been authorized to prepare plans for a concrete terminal elevator holding 2,500,000 bushels, which the company will build at Darien.

The Grain Dealers Supply Co., 305 South Third street, Minneapolis, Minn., has opened a shop in connection with their sales department, where they will manufacture flexible spouting and sheet metal spouting and portable and stationery elevators for use in elevators, feed mills and the like.

The B. S. Constant Company, of Bloomington, Ill., has engaged N. A. Grabill of Anderson, Ind., as traveling representative, who will hereafter push the sales of Constant Elevating, Conveying and Power Transmission Machinery among the grain trade. Mr. Grabill is an elevator builder of ability and able to advise in any kind of elevator work. His territory will include the central states and west.

There are an unusually large number of good things in Volume 8 of "Conveying and Transmission" just published by Stephens-Adamson Manufacturing Co., of Aurora, Ill. The leading article is on the "S-A" Belt Conveyors. It is profusely illustrated by the conveyor in operation with different grains and material. Space is also given to late specialties of which they are constantly bringing out something new.

The first page editorial for the January "Graphite," published by the Joseph Dixon Crucible Co. of Jersey City, N. J., says: "Happy New Year to you from 'Graphite'—may its happiness begin afresh with each new day throughout the year." The leading advertisement exploits "Graphite as a Lubricant," the eleventh edition of which is just off the press with all the latest information on the use of graphite right down to date.

Moulton & Evans, elevator and mill builders of Minneapolis, Minn., have secured the contract to erect a fire-proof milling plant and elevator for the Charles A. Krause Milling Company of Milwaukee, Wisconsin. The buildings will be five stories high of reinforced concrete construction, and will be when completed the largest exclusive feed mill in the world, covering a block of ground, and producing one million pounds of horse and cattle feed per day. All of the milling machinery will be electrically operated. The cost of the buildings and machinery will be \$250,000. This fire-proof plant is being erected to replace the mill recently burned. Moulton and Evans will furnish the entire equipment for the mill and elevator and expect to have the plant in operation July 1.

The Power Equipment Co. of Minneapolis, Minn., has purchased the factory and business of the Power Appliance Manufacturing Company of that city and removed it to the new Jordan Building at Minneapolis on Third Avenue N, between Washington Avenue and Second Street, where they will be permanently located. The Power Equipment Company was organized the first of the year, the principal owners being W. B. and W. G. Jordan, well known business men of Minneapolis. The general manager of the company is W. H. Day, an engineer of ability and wide selling experience in the Northwestern trade. The company will manufacture and sell grain elevator machinery and supplies of all kinds and will handle Foos Gas Engine Co.'s engines, scales of the Standard Scales and Supply Company, and the Sonander Automatic Scales. They will also

act as representative for the Webster Manufacturing Company in the Northwest in transmission machinery and chain belting.

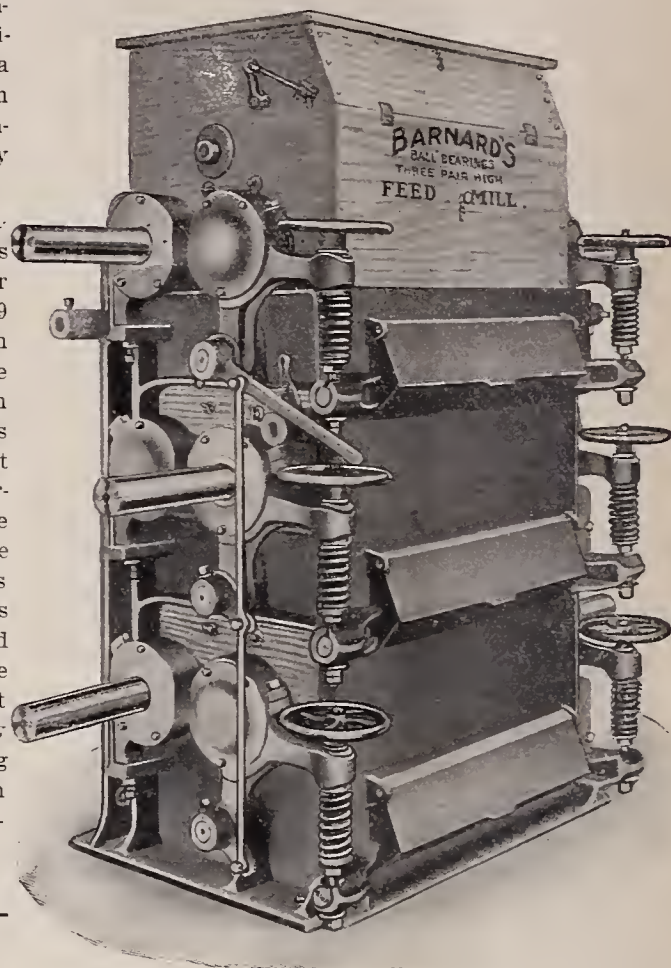
A change was recently made at the Field-Brundage Company, Jackson, Mich., in which J. G. Finkbeiner became sales manager, succeeding J. W. Shoonmaker. Mr. Finkbeiner left the management of the Alma Manufacturing Company about four years ago to organize the Finkbeiner-Farney Company of Freeport, Ill., of which he became president. He sold out his interest in that concern a short time ago. Mr. Finkbeiner is well known throughout the Middle States and enjoys the confidence of the engine and implement trade to a very large degree.

One of the largest manufacturers of cleaning machines in the country is the Beall Improvements Co., of Decatur, Ill., but few know that the inventor of these machines is John Beall, who on March 19 will celebrate his 80th birthday. Mr. Beall is known as one of the halest men of his age in Decatur. He is a millwright by trade and early in life began inventing machines along grain and milling lines and has kept it up to the present time. His latest invention, a cut of which is shown in our advertising pages, is a motionless screen cleaner. The rotary shake has been entirely eliminated and while it is free from jar and vibration, many other points of advantage are claimed for it. Mr. Beall, his friends hope, has many years before him to add to the service which he has rendered the trade in producing such excellent lines of machines. It is a great thing to make two blades of grass grow where one grew before and it is also a great thing to devote a lifetime of effort to the service which shall ease the burdens of ones countrymen by perfecting any and all kinds of labor-saving devices.

BARNARD'S BALL-BEARING LIGHT-RUNNING THREE-ROLLER FEED MILL.

Barnard's Ball Bearing Three Pair High Feed Mill, represented herewith, is especially adapted for grinding coarse corn meal and chop feed, as well as barley, rye meal, wheat for graham, and other small grains. One advantage claimed for a three pair high mill over a two pair high or single pair mill is the fact that the two upper pairs of rolls can be utilized for grinding coarse corn meal and chop, drawing the lower pair of rolls apart, and preserving their corrugations for use when grind-

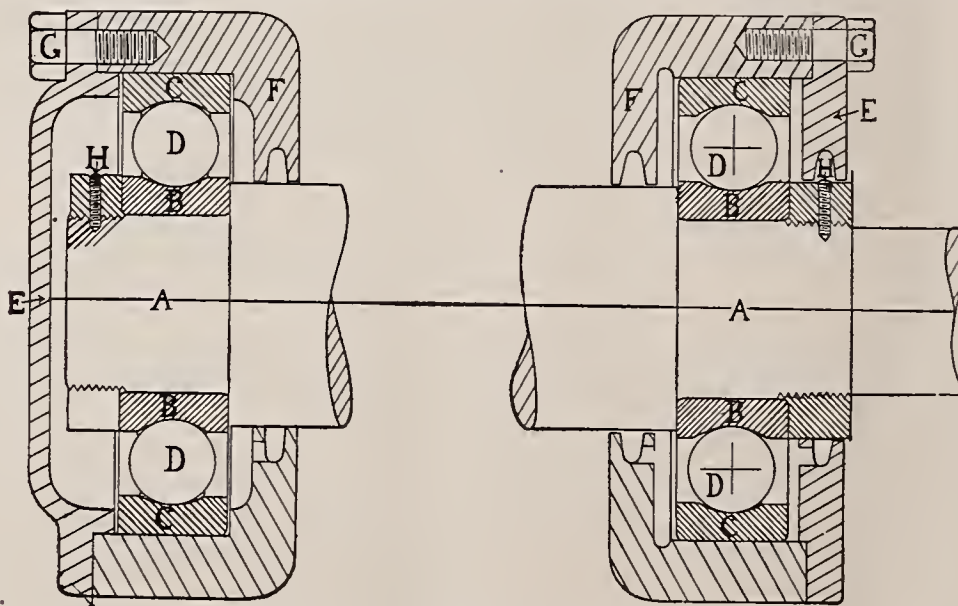
The Barnard Feed Mill, fitted with ball bearings, shown in detail in the second cut, is a very light running mill. Among the advantages which the manufacturers claim for the mills equipped with ball bearings may be enumerated the following: Reduction of friction load to an almost negligible amount; reduction of cost of power by practically the entire cost of the ordinary friction load; elimi-



BARNARD'S BALL-BEARING FEED MILL.

nation of hot bearings; reduction in cost of attendance and oiling, as only attendance needed is oiling once or twice a year; and economy of space, as the bearing is no wider than the holder, allowing pulleys to be brought much closer to the machine.

The ball bearing itself, a pair of which are illustrated in the second cut, consists of an inner ring or "race," B, running on the shaft, A, and with a ball track on its outer mantle. This inner race is



DETAILS OF TWO TYPES OF BALL-BEARINGS.

ing fine table meal, rye meal, graham, etc. The Barnard Feed Mill is a two reduction mill, having three pairs of rolls, located one above the other. Rods connect the eccentric shafts in such way that one movement of the lever throws all three pair of rolls apart. In operation the reduction is gradual, the stock being fed into the feeder and delivered onto the first pair of coarse corrugated rolls and partly reduced. From this pair of rolls it is delivered to a second pair with finer corrugations and a further reduction is accomplished. It is then delivered to the last pair of rolls with still finer corrugations, where the finishing reduction is made.

a light driving fit on the shaft. The balls themselves, DD, run with alternate ball separators between the ball track on the outer surface of B and a similar track on the outer race, C, which is a close sliding fit in its seat. The grooved tracks in which the balls roll have a slightly larger curvature than the balls themselves, so that the contact is only at the bottom of the grooves. As the races are a single complete ring without joint or opening of any kind, the balls serve to lock the whole together as a complete unit. The elastic separators between the balls contain also felt plugs that incidentally store up lubricant to guard the bearings

for a time against neglect. The ball cage separator consists of a complete bronze ring with prongs, which are bent over so as to enclose the balls. The prongs are milled out to allow a slight clearance for the balls when the prongs are bent over.

All adjusting cups, cones, nuts and locknuts are dispensed with, as for each and every size and type of bearing the manufacturers have carefully determined by actual running, the load and speed extremes that will produce appreciable wear. In this way, the manufacturers believe, the probability of faulty adjustment is practically eliminated.

The ball bearing unit is surrounded by a box which is made a part of the yoke. These boxes, F, are of two types, as shown in the illustration. The box on the left is that used for end shafts, and is closed at one end, while that shown on the right is used on continuous shafts and is open at both ends. The cap for the box, E, is either ring or disk shaped, according to the style of box. It is held in place by the cap screw, G. The set screw for the collar is represented in each case by H.

To all who care to investigate further on the subject of the Barnard Ball Bearing Feed Mill, the manufacturers, the Barnard and Leas Manufacturing Company of Moline, Ill., will be glad to send full particulars.

RICE VS. CORN FOR FEED.

The accumulation of low-grade rice in the South has turned the attention of growers to the possibility of converting such stock into feed; and the experiments so far made are entirely satisfactory. W. R. Dodson, director of the Louisiana Experiment Station, has made a comparison of the two cereals, and reports to the Rice Association of America as follows:

Comparing the composition of rice with corn, we find that rice contains 64 per cent of carbohydrates in the rough and 78 per cent after the hulls are separated, while corn contains 68 per cent of the same components. Rice from the stones contains 8.09 per cent protein, while corn contains 5.5 per cent. Corn has about 3.5 per cent of fat and rice about 2.5 per cent. A pound of protein is worth approximately two and a half pounds of carbohydrate, and a pound of fat is worth two and a quarter pounds of carbohydrate.

On this basis of reducing to common units of value, we have, omitting fractions, one pound of rice, ground with the hull, worth one and one-thirtieth pounds of corn; or, if the hulls are separated, as is frequently done in feeding, one pound of the rice, free from hulls, is worth one and one-sixth pounds of corn. Whether there would be any danger from feeding the rough rice has been questioned. Rice bran that contains 10 per cent of hulls is frequently obtained from the mills, when no hulls are purposely mixed with it. No harm results from feeding this bran. The rough rice would contain approximately 12½ per cent of the hulls, as would the ground whole grain. No ill effects have been unquestionably traced to feeding the whole grain of rice. Many farmers feed sheaf rice with good effects.

On this basis 162 pounds of rough rice would be the equivalent of 174 pounds of corn, or, if the hulls are removed, we estimate twenty-one pounds to be the amount of hulls, 141 pounds of the whole grain would be worth 165 pounds of corn. The twenty pounds of hulls and the germs that would be removed, thus reducing the fat, would account for the difference of nine pounds of corn value. Corn at the present time is worth about 70 cents a bushel. On this basis a barrel of rough rice ought to be worth \$2.18 for its feeding value. This is presuming that other feeds will be used in combination, so as to approximately balance the ration of the animal consuming the rice. The estimates are also made on the supposition that the components of the corn and rice will be equally digestible.

In Texas since these facts became known and talked of there has been a sharp advance in the price of rough rice from \$1.50 to \$1.75 to \$2 and upwards per barrel. At Bay City feeders of stock, both on and off the farms, have been convinced that ground rice is a perfect substitute for corn and superior to oats as a feed for work stock; and on the basis of mid-January prices for corn, oats or other feed stuff, rice was considered worth \$2.25 to \$3.25 per barrel as feed, though not bringing that price.

Superior-Duluth elevators entered the season of closed navigation substantially empty of grain.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of January, 1910:

BALTIMORE—Reported by James B. Hessong, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	189,343	84,749	87,730	101,480
Corn, bushels.....	1,842,200	1,165,319	1,535,278	1,312,598
Oats, bushels.....	134,794	228,933	76	254
Barley, bushels.....	3,661	1,500		
Rye, bushels.....	62,883	24,580		
Timothy Seed, lbs.....		1,279	1,816	2,192
Clover Seed, lbs.....	2,282	9,908	1,005	4,398
Hay, tons.....	5,568	4,012	1,432	953
Flour, barrels.....	142,431	146,951	98,979	112,174

BOSTON—Reported by James A. McKibben, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Flour, barrels.....	152,121	142,057	77,005	71,847
Wheat, bushels.....	495,544	630,951	1,265,330	1,124,287
Corn, bushels.....	361,259	350,923	276,299	282,031
Oats, bushels.....	335,744	296,745	2,610	1,200
Rye, bushels.....	3,914	1,329		18,609
Barley, bushels.....	12,375	92,273		50,156
Peas, bushels.....	3,789	7,219	1,528	
Millfeed, tons.....	1,580	1,034	215	23
Corn Meal, barrels.....	2,603	6,172	770	849
Oat Meal, cases.....	57,470	21,400	30,835	30,120
Oat Meal, sacks.....	24,140	26,931	14,033	4,470
Hay, tons.....	12,550	9,810	2,649	304

CHICAGO—Reported by George F. Stone, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	830,600	306,959	1,111,204	753,532
Corn, bushels.....	8,786,500	8,768,611	4,437,816	7,725,120
Oats, bushels.....	5,364,400	6,323,191	5,126,610	6,218,400
Barley, bushels.....	1,810,336	2,867,050	383,564	855,143
Rye, bushels.....	72,000	149,000	45,983	151,390
Timothy Seed, lbs.....	1,927,053	3,878,184	1,968,954	1,624,018
Clover Seed, lbs.....	159,388	881,019	316,546	891,567
Other Grass Seeds, lbs.....	2,970,264	3,214,980	3,884,054	5,058,181
Flax Seed, bushels.....	93,000	161,350	10,420	8,498
Broom Corn, lbs.....	533,176	1,033,818	529,377	939,166
Hay, tons.....	17,735	27,785	1,194	2,694
Flour, barrels.....	690,603	688,983	434,038	529,021

CINCINNATI—Reported by C. B. Murray, Superintendent of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	338,279	232,548	314,218	224,548
Corn, bushels.....	703,486	645,040	538,784	344,096
Oats, bushels.....	496,970	204,408	337,948	190,370
Barley, bushels.....	23,600	54,050		5,000
Rye, bushels.....	78,878	77,030	62,784	21,100
Malt, bushels.....	174,040	120,943	63,015	43,017
Timothy Seed, lbs.....	1,148	483	2,662	1,502
Clover Seed, lbs.....	3,899	6,126	3,269	3,870
Other Grass Seed, lbs.....	16,606	15,072	13,558	11,697
Hay, tons.....	16,615	14,298	11,828	10,351
Flour, bbls.....	106,193	129,646	73,013	105,084

DULUTH—Reported by Chas. F. MacDonald, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	2,030,746	796,888	102,595	42,924
Corn, bushels.....		172,062		
Oats, bushels.....	836,136	212,632	91,230	133,591
Barley, bushels.....	412,178	172,808	60,392	66,835
Rye, bushels.....	23,996	14,118	2,038	6,000
Flax Seed, bushels.....	171,667	145,226	262,149	104,375
Flour, bbls.....			31,695	30,215
Flour Prod.....	31,345	34,470		

GALVESTON—Reported by C. McD. Robinson, Chief Inspector of the Cotton Exchange and Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....			32,000	392,640
Corn, bushels.....			767,214	1,117,051

MILWAUKEE—Reported by H. A. Plumb, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	359,700	288,000	194,695	91,000
Corn, bushels.....	779,900	760,000	420,460	753,506
Oats, bushels.....	634,500	868,800	508,583	691,193
Barley, bushels.....	975,900	1,185,600	261,805	517,200
Rye, bushels.....	74,000	129,600	76,100	77,710
Timothy Seed, lbs.....	39,740	252,000	6,750	449,070
Clover Seed, lbs.....	322,197	580,380	875,710	1,028,115
Flax Seed, bushels.....	61,480	36,040		1,060
Hay, tons.....	2,362	3,050	12	1,300
Flour, bbls.....	220,150	159,425	263,233	280,992

MINNEAPOLIS—Reported by E. S. Hughes, Asst. Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	10,195,840	4,888,280	1,270,890	1,082,440
Corn, bushels.....	1,231,910	664,060	640,740	307,960
Oats, bushels.....	1,295,500	817,690	1,213,470	933,190
Barley, bushels.....	2,149,180	1,420,400	1,485,620	1,667,830
Rye, bushels.....	233,970	116,130	102,570	112,160
Flax Seed, bushels.....	965,840	547,250	69,360	40,310
Hay, tons.....	2,990	2,370	180	170
Flour, bbls.....	29,326	15,753	1,592,327	99,773

MONTREAL, QUEBEC, CANADA—Reported by George Hadrill, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	25,090	142,351	5,760	1,000
Corn, bushels.....	22,373	21,445	4,958	3,166
Oats, bushels.....	301,715	187,943	107,023	44,027
Barley, bushels.....	37,711	85,571	3,360	15,209
Rye, bushels.....				
Flax Seed, bushels.....	121,915	41,211	10,450	
Flour, bbls.....	21,054	30,141	47,126	66,794

NEW YORK—Reported by H. Heinzer, Statistician of the Produce Exchange.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	942,000	1,179,600	907,033	1,748,618
Corn, bushels.....	907,875	724,000	634,965	643,143
Oats, bushels.....	1,400,450	1,592,200	63,371	88,848
Barley, bushels.....	109,650	275,400	68,989	127,274
Rye, bushels.....	37,950	5,750		17,000
Timothy Seed, lbs.....			3,595 bgs	4,086
Clover Seed, lbs.....	7,699 bgs	10,297 bgs	7,309	19,824
Flax Seed, bushels.....	81,900	157,300	1,287	
Hay, tons.....	20,620	28,260	46,251 b's	24,757 b's
Flour, bbls.....	575,321	428,724	240,625	200,049

PHILADELPHIA—Reported by Frank E. Marshall, Secretary of the Commercial Exchange.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	469,630	457,176	841,570	1,043,755
Corn, bushels.....	101,720	751,452	108,499	856,109
Oats, bushels.....	388,286	418,667		
Barley, bushels.....	5,000	14,000		
Rye, bushels.....	5,609			
Timothy Seed, bags.....	257	705		
Clover Seed, bags.....	325	1,147		
Flax Seed, bushels.....		64,000		
Hay, tons.....	6,383	7,007		
Flour, bbls.....	227,743	223,260	111,550	188,238

OMAHA—Reported by F. P. Manchester, Secretary of the Omaha Grain Exchange.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	1,022,400	1,124,400	813,000	540,000
Corn, bushels.....	2,253,900	3,527,700	1,634,000	2,011,000
Oats, bushels.....	942,400	1,534,400	1,386,000	1,236,000
Barley, bushels.....	33,000	43,000	54,000	15,000
Rye, bushels.....	26,000	25,000	18,000	25,000

SAN FRANCISCO—Reported by Wm. B. Downes, Statistician of the Merchants' Exchange.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	313,175		154	
Corn, bushels.....	3,630		244	
Oats, bushels.....	21,720		70	
Barley, bushels.....	293,784		253,388	
Rye, bushels.....	35			
Hay, tons.....	13,863		1,746	
Flour, bbls.....	70,408		14,613	

ST. LOUIS—Reported by George H. Morgan, Secretary of the Merchants' Exchange.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	1,791,233	1,020,904	1,798,535	1,555,190
Corn, bushels.....	3,196,295	2,542,755	1,929,300	1,809,970
Oats, bushels.....	2,228,800	1,763,370	1,641,780	1,788,800
Barley, bushels.....	317,200	466,700	7,220	45,740
Rye, bushels.....	35,000	29,000	46,340	23,640
Flax Seed, bushels.....	5,250	750		
Hay, tons.....	20,000	18,760	7,765	8,495
Flour, barrels.....	235,440	267,400	241,143	253,970

TOLEDO—Reported by Archibald Gassaway, Secretary of the Produce Exchange.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	127,000	103,000	157,900	129,700
Corn, bushels.....	330,550	283,500	223,500	92,000
Oats, bushels.....	143,750	103,500	157,100	98,900
Barley, bushels.....		2,100		
Rye, bushels.....	15,000	4,500	21,800	16,100
Clover Seed, bags.....	5,540	15,375	7,837	17,310

EXPORTS AND IMPORTS.

The following is a statement of the exports and imports of various cereals, seeds, etc., for the month of December, 1909, and for the twelve months ending with December, 1

ELEVATOR AND GRAIN NEWS

IOWA.

Rapid progress is being made in the erection of the grain elevator for the Savage Lumber Co., at Ryan, Iowa.

It is reported that D. W. Brick has purchased the Vanschoick grain, elevator and coal business at Elliott, Iowa.

The Kingsbury Bros.' Elevator at Elma, Iowa, has been sold to D. H. Tidgewell. The latter has leased it to John Condon.

Fuller & Co. have purchased the elevator at Gifford, Hardin County, Iowa, and are remodeling it. They will also put in coal sheds.

The Farmers' Grain & Lumber Co. have purchased the elevator formerly owned by the Iowa & Minnesota Elevator Co., at Dows, Iowa, for \$3,500.

Farmers in the vicinity of Fredonia, Iowa, have started a movement for the erection of a modern steel and cement elevator in the town. Mass meetings have been held.

Articles of incorporation have been filed by the Farmers' Co-operative Elevator Co. of Belmond, Iowa, with \$7,000 capital, by A. C. Hinman, E. G. Reed and M. D. Sull.

Henry Iblings has sold his elevator and residence at Geneva, Iowa, to Edward Warneke. The former will make his home in Parkersburg, Iowa, where he is interested in a bank.

Farmers in the vicinity of Coon Rapids, Iowa, held a meeting recently to consider the organization of a farmers' elevator Co. T. M. Campbell was elected president. The trustees are manifesting much energy in soliciting subscriptions.

E. A. Bowles, who has had charge of the Farmers' Elevator at Wellsburg, Iowa, for the past two years, has purchased the Frerichs Elevator and coal business at Grundy Center, Iowa. He will move his family to the latter place shortly and take personal charge of the elevator.

The Droge Elevator Co. contemplates the erection of a large storage warehouse for feed materials, such as hay, grain and shorts, to be operated in connection with the grain and milling business at Council Bluffs, Iowa. The capacity of the warehouse will be 100 cars of hay, bran and other feed, and it will be about 200 feet in length.

The Interurban Railway Co., which has just completed an elevator at Woodward, Iowa, is preparing to erect several more elevators along its line. The elevator at Woodward has been leased for a term of years to McColl Bros., and is now in operation. Grain handled from this plant is shipped to Des Moines and sent from there to Eastern markets over the interurban connections.

ILLINOIS.

The Midland Elevator Co., of Chicago, has been dissolved.

Work of rebuilding the B. P. Hill & Co. Grain Elevator at Haldane, Ill., has commenced.

C. O. Thrasher has purchased the elevator and coal business of W. H. Westbrook at Loda, Ill.

The Caldwell Construction Co., of Sullivan, Ill., is building an elevator at Hampton Station, Ill.

Plans have been prepared for the elevator to be erected at Seaton, Ill., by A. L. Duncan & Sons.

Farmers in the vicinity of Glasford, Ill., are organizing a company to build a farmers' elevator.

The Watseka Farmers' Grain Co., of Watseka, Ill., has increased its capital stock from \$7,500 to \$10,000.

The location of Geo. Couch & Sons' Elevator, given in this department last month as Salem, Ill., should be West Salem.

The Quisenberry-Holmes Grain Elevator at Union station, near Lincoln, Ill., has been completed and is now in operation.

W. H. Thomas has purchased C. L. Adees' interest in the grain, seed and feed business of Thomas & Adees at Sycamore, Ill.

James W. Ford, Sr., of Forrest, Ill., has purchased a large grain elevator at Varna, Ill. His son, James W., Jr., will operate it.

Otto Gross and William Herscher have dissolved partnership in the grain business at Buckingham, Ill. Mr. Gross will continue the business.

G. W. Ruyler of Kemper, Ill., who has purchased the elevator formerly owned by Mr. Oberle at Raymond, Ill., plans to remodel the structure.

John and Joseph Dwyer of Minooka, Ill., have purchased the Norton Elevator and oatmeal mill in Lockport, Ill., and will soon take possession.

The machinery for the new H. A. Hillmer Elevator at Freeport, Ill., which will handle grain and coal, has been installed. The structure will soon

be completed and ready for occupancy. The capacity will be 1,400 tons.

The Turner-Hudnut Elevator at Hennepin, Ill., which was destroyed by fire some months ago, has been rebuilt and operations were recently resumed.

Nicholas Wolf has purchased the interest of M. H. Craven in the elevator business formerly conducted by Guishen & Craven at Odell, Ill., and will take charge March 1.

The John R. Carter Elevator at Thomas Station, Vermillion County, Ill., has been sold to J. W. Miller and Earl Davis of Armstrong, Ill., for \$8,000. The new owners take possession March 1. Mr. Davis also has an elevator at Ellis, Vermillion County, Ill.

At the instance of J. Y. Chisholm, trustee in bankruptcy in the John A. Hawthorne case, the Hawthorne elevators at Colfax, Fletcher and Holder, all in McLean County, Ill., were sold at public auction recently. The elevator at Holder with 35,000 bushels capacity, was bought by John Hawthorne for \$4,500. Two elevators at Fletcher were purchased by Judge James S. Ewing of Bloomington, for \$5,910. One has a capacity of 12,000 and the other 6,000 bushels. The elevator at Colfax was purchased by Joseph Kemp of Lexington, Ill., for \$7,100.

Secretary I. W. Strong, of the Illinois Grain Dealers' Association, reports the following recent changes among the grain dealers of Illinois: Garber & Belsley succeed J. P. Garber at Roanoke; Dwight Grain Co. (new member) succeeds George L. Kern at Dwight; James W. Ford, Jr., succeeds George Pearce & Co. at Varna; Mathis Bros. & Co. (new member) succeed Paddock & Field at Prophetstown; G. W. Wakefield succeeds Roy Wakefield at Waterman; Downs Grain Co. succeeds Carlisle & Hodam at Downs; Downs Grain Co. (mail Downs) succeeds Zorn Grain Co. at Ford Woods (Leroy P. O.); Hess & Garrett (new member) succeed Bartlett, Patten & Co. at Momence; J. P. & Ross Woolford (new member) succeed J. P. Woolford at Galton; A. A. De Long succeeds T. D. Pletsch at Fullerton; Karcher & Jackson (new members) at Herscher; Burton View Grain, Coal & Lumber Co. succeeds Gordon Mill & Grain Co. at Burton View; John C. Beard at Dietrich; R. C. Phillips & Co. (new member) succeeds Illinois Granaries Co., at Priscilla (Lasant P. O.); Riley & Wallace (new member) succeed R. J. Riley at Forrest; John Goembel succeeds Farmers' Grain Co., at Strawn; H. N. Pell succeeds A. E. Silver at Mira (Urbana P. O.).

OHIO, INDIANA AND MICHIGAN.

Davy & Co. contemplate the erection of an elevator at Sears, Osceola County, Mich., in the spring.

The new elevator of Huffman & Noyes at Bowling Green, Ohio, commenced operations on February 3.

The elevator at Casstown, Ohio, has been sold to Sherman Swearingen and Frank Furrow for \$8,000.

William H. Small of Galveston, Texas, will soon operate an elevator in Roseburg, Grant County, Ind., the first for the place.

H. S. Grimes of Portsmouth, Ohio, and A. W. Boden of Greenfield, Ohio, are planning to open a grain exchange in Chillicothe, Ohio.

A movement is under way for the erection of another elevator at Boswell, Ind. The stock is being subscribed for by the farmers.

Frank R. Christman has purchased the J. H. Conger grain warehouse at Eaton, Ohio, and plans to remodel and transform the building into a cold storage plant.

A. W. Baxter of Van Wert, Ohio, has purchased the business of the Ireton Bros. & Eikenbary Co., dealers in grain and coal in Marion, Ohio, for \$15,000. The new owner takes possession March 1.

The Kingston Grain & Lumber Co., of East Liverpool, Ohio, has been incorporated with \$12,000 capital by A. J. Faulk, Frank P. Rebecca, A. and Maggie W. Faulk, William T. McNutt and Edna E. McNutt.

Magee & Pafenbach have sold their grain elevator at Oak Harbor, Ohio, to Robert Fritchie, Frank Michel and Herman Brokate, the new owners to take possession March 1. The elevator has a capacity of 40,000 bushels.

The Moore syndicate of Cleveland, Ohio, has purchased the elevator of C. H. Barrett & Co., at Owosso, Mich., and will enlarge its capacity. It is the purpose of the syndicate to purchase a string of elevators in southern Michigan in the near future.

It is understood that Louis Brooks, a local coal and grain merchant, has purchased a site in Vincennes, Ind., and will construct a large grain elevator and feed establishment in the spring. The site cost \$2,500 and it is said the elevator will represent an expenditure of between \$7,000 and \$8,000.

R. K. Beam & Son have sold their elevator in Minatown, near Greenville, Ohio, to George W. Replogle of Marion, Ind., William Miller of Elroy, Darke County, Ohio, and Mr. Nagel of Lightsville, Darke County, Ohio. The style of the new con-

cern will be the Miller, Nagel and Replogle Elevator Co.

The National Milling Company will add to the efficiency of its plant at Toledo, Ohio, by removing the marine leg and tower from the slip at the side of the plant to the river front, affording greater capacity in handling grain to and from vessels. The concern hopes to be able to maintain a stream of 10,500 or more bushels an hour under the new arrangement.

Articles of incorporation have been filed by the Cutler-Dickerson Co., of Adrian, Mich., which for the last five years has been conducted in that city as a co-partnership under the style Cutler, Dickerson & Co. The capital is \$30,000. These officers have been chosen: President, Edward Frensdorf; vice-president, M. F. Cutler; secretary, U. S. Dickerson; treasurer, W. A. Cutler.

Contracts have been awarded for the construction of the new Iglehart Bros.' Flour Mill plant at Evansville, Ind., the old plant having been destroyed by fire. There will be five large buildings and a number of smaller ones. The elevator will be seven stories high, 26 by 60 feet. The warehouse will be three stories, 52 by 100 feet. There will also be large bins and car sheds, the latter to protect the grain cars.

MISSOURI, KANSAS AND NEBRASKA.

The Updike Grain Co., of McCook, Neb., has purchased a Hall Signaling Grain Distributor.

There is talk of organizing a farmers' elevator company at Stromsburg, Polk County, Neb.

The Burrton Grain Co. has purchased the H-C Grain Co. Elevator and entire business at Burrton, Kan.

The Duff Milling Co., of Nebraska City, Neb., is to erect a 20,000-bushel capacity elevator at that place.

Farmers in the vicinity of Wann, Saunders County, Neb., are making preparations to build a farmers' elevator.

The K. C. Manufacturing & Supply Co. has purchased two Hall Signaling Grain Distributors for M. J. Travis of Sterling, Kan.

The Brooking Grain Co., of Oklahoma City, Okla., has opened offices in Wichita, Kan., with Frank Geoffroy, formerly with the T. H. Bunch Grain Co., of Little Rock, Ark., in charge.

About 150 farmers held a meeting in Bellwood, Neb., recently for the purpose of discussing the erection of a farmers' elevator at that place. About seventy-five farmers enrolled their names for stock at \$100 a share. Bellwood at present has three elevators.

It is understood that there soon will be a reorganization of the Kelley Bros. Grain Co., of Wichita, Kan. Eugene Kelley will shortly retire from active interest in the firm, although he will probably retain corporate interest. He will retain his seat in the Wichita Board of Trade.

A large number of farmers in the vicinity of Pierce, Neb., held a meeting recently and discussed the advisability of organizing a farmers' elevator in the town. A committee was appointed to investigate and make arrangements for the incorporation of the company. There are three elevators in Pierce at present, all being owned by private interests.

SOUTHERN AND SOUTHWESTERN.

The Bluemont Milling Co. will erect a large grain warehouse at Bluemont, Va.

The Griffith & Graves Co., of Blue Ridge, Texas, and the Gribble-Carter Grain Co., of Sherman, Texas, have filed certificates of dissolution.

The Sweet-Skiles Grain Co., of Fort Worth, Texas, has been incorporated with \$10,000 capital by W. L. Sweet, F. W. Skiles and E. T. Sweet.

The A. G. McCracken Grain Co., of Ozark, Mo., with \$5,000 capital, has been incorporated by W. L. Woody, J. A. Snyder, D. F. Hedgpeth and others.

The Canton Elevator & Grain Co., of Canton, Mo., with \$10,000 capital, has been incorporated by P. N. Hanna, Mattie E. Hanna, A. N. Hahn and others.

The Wertz Grain & Elevator Co., of Roanoke, Va., has been incorporated with \$15,000 capital by F. L. Wertz, Joseph H. Morris and John M. Morris.

Overman & Co., wholesale grain and provision merchants of Salisbury, N. C., who also operate a branch house in Jacksonville, Fla., have opened another house at Tampa, Fla.

A storage room 36 by 90 feet, to hold twenty-five car loads of feed stuff, and a large warehouse near its main elevator will be erected by the Kingman Milling Co., of Kingman, Kan.

James Stewart & Co., Fisher building, Chicago, have been awarded the contract for the erection of the 500,000-bushel grain elevator, steel and concrete construction, also for enlarging the present pier to make it 1,000 feet wide by 1,200 feet long and building thereon an additional fireproof warehouse

1,000 feet long, with four electric dock cranes, for the Texas City Transportation Co., of Texas City, Texas.

A large elevator will be erected on the site of the old Chanute Grain Co.'s property at Savonburg, Kan., by W. H. Roberts. The foundation and engine house will be of concrete and the building frame.

The excavation work for the big fire-proof elevator for the Smith Bros. Grain Co., at Fort Worth, Texas, has been finished, but recent cold weather has delayed the concrete work. The elevator will have a capacity of 400,000 bushels.

John C. Vick, who conducts a large grain and milling business in Bryan, Texas, has purchased the grain and feed business of J. W. Hunnicutt in that city. He has moved the stock to his present plant and has consolidated the two.

It is announced that a grain elevator to cost \$60,000 will be erected on the site formerly occupied by the Denison Mill & Elevator Co., Denison, Texas, which was destroyed by fire on November 12, 1908. The mill will not be constructed immediately, but the elevator will be erected with the view of an addition of a mill later should conditions warrant. Work will begin on the elevator as soon as the weather permits.

A big terminal elevator, to cost perhaps \$500,000, is to be erected in Oklahoma City, Okla., by directors and stockholders of the Oklahoma City Board of Trade. The elevator will have a capacity of 500,000 to 1,000,000 bushels, of solid concrete foundation and steel framework. The warerooms, hold tanks and other buildings will be overlaid with steel sheeting. A committee has been appointed to confer with the Oklahoma City Chamber of Commerce and make an effort to enlist this organization's financial aid. The purpose is to select a site where all railroads entering the city may reach the elevator and thereby eliminate switching charges. A central storehouse built along the lines contemplated will establish a state system of weights and grades.

WESTERN.

The Northern Idaho Grain Co. has been organized at Deary, Latah County, Idaho.

A Hall Signaling Grain Distributor has been installed by the American Beet Sugar Co., at Lamar, Colo.

B. T. Oakley has purchased one-half interest in the Hartman Grain Co. at Lamar, Colo., Mr. Chenoweth retiring.

Gond & Dougherty, hay and grain dealers of New Monterey, near Pacific Grove, Cal., have sold their business to Will E. Wright of the latter place.

The grain and feed business of Tillson & Co., at Salem, Ore., has been dissolved, W. C. Tillson retiring. The business henceforth will be conducted by H. W. Thielsen.

The Gooding Elevator Co. now has its big 100,000-bushel structure at Gooding, Idaho, entirely enclosed and ready for the machinery. It will be completed in the spring.

The Kerr, Gifford & Co., grain dealers, will hereafter occupy the entire top floor of a building at Fourth & Oak streets, Portland, Ore. The Campbell-Sanford-Henley Co. will occupy the quarters vacated by the former concern.

It is reported that Galbraith, Bacon & Co., hay and grain dealers of Seattle, Wash., have purchased the hay and grain business of B. F. Reed at Ellensburg, Wash. The property consists of a large warehouse and about 8,000 tons of hay.

Farmers in the vicinity of Peck, Idaho, will construct and operate a grain warehouse for the coming season to handle the 125,000 bushels of wheat marketed from that point. Definite plans were prepared at a meeting held February 5.

J. S. Chenoweth and W. S. Dean have formed a partnership known as the Farmers' Grain & Supply Co., at Holly, Colo., succeeding F. W. Montgomery, and will conduct a general hay, grain and feed store in the quarters formerly occupied by the latter.

The Eastern Montana Elevator Co. has been incorporated at Glendive, Mont., with \$50,000 capital by E. S. Herrick, T. F. Hagan, G. D. Hollecker, G. M. Haskell and C. C. Hurley. The capacity will be 30,000 bushels. The plans are now being prepared. The concern has also arranged to handle grain at other points in the state.

With the object of handling the Northwestern wheat crop in bulk instead of in sacks the Northern Pacific and Great Northern Railways are perfecting plans for the erection of a complete system of grain elevators at a dozen or more of the principal grain shipping points on each line in eastern Washington. Heretofore efforts to handle the wheat crop in bulk on the Pacific coast have been unsuccessful. The aim of the railroads is to inaugurate the same system for handling the grain crops of Idaho, Oregon and Washington as that in vogue at the Eastern seaboard. The railroads will undertake to furnish cars for bulk grain shipments, obviating the neces-

sity of using sacks. If the plan is successful it will mean a net yearly saving to the farmers, railroads and exporters of \$1,500,000 expended for sacks.

The Hawkeye Elevator Co., of Livingston, Mont., will soon commence the construction of a flat house at Wilsall, Park County, Mont., the present terminal of the Shields river branch. Next fall the concern will erect an elevator at Wilsall. The concern's new elevator at Clyde Park, Park County, has been completed and grain is being received. The concern expects to construct more buildings at Clyde Park.

The plan of districting the warehouse system throughout the Northwest Jurisdiction, comprising Washington, Oregon and the Panhandle of Idaho, has been inaugurated by the Farmers' Educational & Co-operative Union. Five or six districts will be created, with a central selling agency in each district, located at the principal commercial center, each central agency to be in close touch with the coast agency, which will keep district managers informed on market conditions.

EASTERN.

G. M. Bartemus has opened his new elevator and store at Concord, N. H.

C. S. Hendy has purchased the grain and feed business conducted by Former Mayor Coleman for a number of years in Elmira, N. Y.

Laborers engaged in razing the New York Central Elevators in Buffalo, N. Y., recently struck for higher wages. Work was suspended for a few days.

Much difficulty was experienced recently in taking the big freighters, loaded with grain, to the elevators at Buffalo, N. Y., owing to ice in the river.

The Gregory Grain Co., of Burlington, Vt., a partnership consisting of T. W. Gregory and E. E. Patten, has been dissolved, Mr. Gregory retiring from the business.

Baltimore, Md., ranked first among United States ports in the exportation of corn during 1909, according to figures compiled by the Bureau of Statistics at Washington.

Howard & Smith have dissolved partnership in the grain, feed, ice, coal and agricultural implement business in Hatfield, Mass., and it will hereafter be conducted by H. D. Smith.

Henry L. Fitts has sold his grain business and other holdings in Pawtucket, R. I., and with a number of other New England business men will engage in wheat and grain-raising in Northwest Canada.

The Feuchtwanger Grain Co., of Wilmington, Del., has been incorporated with \$5,000 capital to deal in, grow and produce grain, malt, hops and brewers' supplies. The incorporators are Marcus Feuchtwanger, Newcastle, Pa.; Aaron Feuchtwanger, Pittsburg, and Harry W. Davis, Wilmington.

Articles of incorporation have been filed by the George H. Lum Co., to establish and operate flouring mills, grain elevators and engage in the purchase and sales of grain of all kinds at Dover, Del. The capital is \$25,000 and the incorporators are George H. Lum, Hillsboro, N. J.; William, F. P. Lofland and W. I. N. Lofland of Dover.

The Grand Trunk Railway will in the near future make extensive additions to its elevator facilities at Portland, Me. An immense concrete storage building with a capacity of 1,000,000 bushels of grain to be used in connection with No. 2 Elevator, which already has a storage capacity of 1,500,000 bushels, will be erected. This will make a total capacity for the port of 3,500,000 bushels, a figure equaled at but few places on the Atlantic coast.

MINNESOTA AND WISCONSIN.

Stock is being sold for the new \$5,000 farmers' elevator at Silverlake, Minn.

The Spencer Elevator at Montevideo, Minn., has been purchased by Wilbur Person.

The prospects are that Hassan, Hennepin County, Minn., will soon have a grain elevator.

A steel tank has been installed in the pit of the Co-operative Elevator at Fergus Falls, Minn.

The Farmers' Elevator at Ottawa, Minn., recently started operations with Paul Larson, buyer.

The W. W. Cargill Co. has sold its elevator at Houston, Minn., to J. E. and D. O. Redding.

The American Society of Equity will establish a farmers' co-operative elevator at Hilbert, Wis.

A co-operative company may soon be organized to erect an elevator at Melvina, Monroe County, Wis.

The Ormsby Farmers' Grain Co., of Ormsby, Minn., recently installed a Fairbanks-Morse engine.

H. T. Hanson of Fairfax, Minn., has purchased the elevator at Lorne, Minn., and has taken possession.

At a meeting of the owners of the Farmers' Elevator at Mazeppa, Minn., recently, it was voted to purchase the building of the old creamery situated

on the company's land. It will probably be used by the elevator company for coal and seed.

A movement has been started by farmers for the organization of a farmers' co-operative elevator at Leroy, Minn.

A statement has been filed with the Secretary of State to do business in Wisconsin by the Cargill Elevator Co., of Minneapolis, Minn.

The St. John Grain Co., of Ledyard, Minn., has had a force of men at work erecting a flour and feed store just south of the elevator.

The Monarch Elevator Co. is making extensive improvements in its structure at Frazee, Minn. A 60-bushel hopper scale has been installed.

On account of the switchmen's strike the Northwestern Elevator Co. recently leased the St. Anthony & Dakota Elevator in Grove City, Minn.

The Gillespie Elevator on the Stephen farm at Stephen, Minn., has been razed. It is understood a modern elevator will be erected during the summer.

The Van Dusen & Harrington Grain Co., of Minneapolis, Minn., denies that it has leased the elevator in Washburn, Wis., from the Omaha Railway Co.

The Farmers' Elevator Company of Brooten, Minn., has been incorporated with \$10,000 capital by J. J. Week, C. Miller, John Bohmer and O. A. Saugstad.

The Farmers' Elevator Co., of Renville, Minn., will build a 40,000-bushel elevator to cost \$11,000 in the spring. It will be erected on the site of the old one and will be of concrete.

The elevator and feed mill being erected by the R. E. Jones Co., at Wahasha, Minn., just north of the main building, have been enclosed and work on the interior is now under way.

At a recent meeting of farmers and local business men it was decided to establish a grain warehouse at Pine River, Minn., or arrange with a local merchant to buy grain, flour, feed and seeds.

An immense electric sign now adorns the top of the new Washburn-Crosby Co. Elevator in the milling district of Minneapolis, Minn. It is 250 feet above the street level and the letters in the words "Gold Medal Flour" are eight feet high. Fifteen hundred Tungsten lights are used to illuminate the sign.

At a recent meeting of the Dale Farmers' Elevator Co., at Dale, Clay County, Minn., the sentiment of the stockholders was unanimously in favor of erecting a new elevator rather than to purchase the old structure at that place. The list of shares has reached the \$2,000 mark and the elevator will probably be erected in the spring.

Moulton & Evans, elevator and mill builders of Minneapolis, Minn., have been awarded the contract for a fire-proof elevator and milling plant for the Charles A. Krause Milling Co. of Milwaukee, Wis., whose plant was destroyed by fire some time ago. The cost of the buildings and machinery will be \$250,000. The plan is to have the plant ready for operation July 1.

The Acme Grain Co., of Minneapolis, Minn., placed its contract on January 31 with C. E. Bird & Co., of Minneapolis, for a 25,000-bushel grain elevator at Belmar, Bottineau County, N. D. The contract includes the wrecking of the grain concern's old elevator at Omamee, N. D., and removal of the machinery to Belmar. The new elevator will be equipped with a 15-horsepower gasoline engine, dump scale, hopper scale, cleaner and feed mill.

THE DAKOTAS.

Farmers in the vicinity of Rhame, N. D., may organize an elevator company.

Farmers in the vicinity of Calbay, N. D., may erect an elevator in the spring.

The new elevator of David Coutts at Belfield, N. D., has been completed and is now ready for business.

The Farmers' Warehouse Co. has rented the Jackson Elevator at Ramona, S. D., for storage purposes.

The new elevator of Alfred Staley & Co., at Garrison, N. D., has been completed and is in operation.

The committee has sold about all of the stock for the new Farmers' Co-operative Elevator Co., at Hanna, N. D.

J. G. Brady has been granted two elevator sites on the west line of the Chicago, Milwaukee & St. Paul Railway at Aberdeen, S. D.

Farmers in the vicinity of DeLamere, N. D., will organize to build a farmers' elevator. A committee has been appointed to solicit stock.

The elevator of the Reinhart Estate at White-rock, S. D., which has been acquired by the United Grain Co., of Duluth, Minn., is now in operation.

At a recent meeting of farmers the Farmers' Co-operative Elevator Co. was organized at Reeder, N. D., with \$13,000 capital, and shares to sell at

\$25 each. A committee was appointed to solicit farmers to buy stock.

The Crown Elevator at Frederick, S. D., has been rented by a firm to be known as the Dakota Grain Co. F. W. Callaghan has charge of the business.

William Brooks and Former Mayor Fitch of Canton, S. D., have formed a partnership in the elevator business under the style, Fitch & Brooks.

A committee is soliciting stock from actual farmers for a \$15,000 corporation for the purpose of operating a grain elevator and feed mill at Minot, N. D.

Nearly all the necessary stock has been subscribed for a farmers' elevator at Hampden, N. D. It is probable that one of the line houses will be purchased.

A large force of men is employed erecting an elevator for the National Elevator Co., at Langdon, N. D., to replace the one destroyed by fire recently. The capacity will be between 40,000 and 50,000 bushels.

Several farmers in the vicinity of Belfield, N. D., have organized a stock company for the purpose of building and operating a grain elevator at Belfield. The concern will be known as the Farmers' Elevator Co.

CANADIAN.

The Atlas Elevator at Holden, Alta., has been completed.

The Saskatchewan Elevator Co., Ltd., has started a lumber yard at Candiac, Sask.

The Alberta Farmers' Association met in annual convention at Edmonton on January 22.

Corn raised in Western Canada was recently forwarded to Fargo, N. D., for exhibit at the Corn Show in that city by the Free Press of Winnipeg, Man.

The large elevator that has been in course of erection at Bulyea, Sask., for Leitch Bros., of Oak Lake, Man., has been completed and is ready for operation. It replaces the structure destroyed by fire last fall.

The Western Canada Flour Mills Co., Ltd., will erect large elevators at Goderich and St. Boniface, Ont. They will be of modern construction and each will have a capacity of about 500,000 bushels. The contract for the St. Boniface elevator will be let immediately.

The Saskatoon Milling & Elevator Co., and the Wilson-Leslie Co. have amalgamated, the former concern taking over the elevators of the latter. A 1,000-barrel mill and 100,000-bushel elevator will be erected in Saskatoon, as well as power house and store houses.

[For the "American Elevator and Grain Trade."]

GRAIN TRADE NEWS FROM OHIO.

BY E. F. BAKER.

Farmers have been selling wheat more liberally recently. While some sections are still inclined to hold for a while, there has been sufficient movement from first hands to swell the local receipts during the past week to 74,000 bushels, the heaviest week's receipts for a long time. Local mills and elevators are stocking some at present and shipments have been very light. There is now on hand here a little more than 700,000 bushels. Some bad reports are coming in as to growing wheat, but it is difficult to get any authentic information, as the bulk of it is under a coat of snow and ice, and opinions are at best largely guess work.

So far as volume is concerned corn has been making a splendid showing recently, but the quality is improving but slowly. Very little contract corn has made its appearance in this market recently. Out of 101 cars which have come in during the past week but eighteen cars graded No. 3, seventy-five cars graded No. 4, three cars sample and five cars yellow ear. Ohio weather has been very hard on corn this winter, and it is hoped that with the coming of suitable weather there will be rapid improvement. Farmers now show a disposition to unload their surplus and local receipts for the past week have amounted to 107,600 bushels, as against shipments of 75,300 bushels. Local supply increased slightly last week to a total of 157,401 bushels.

There has been fair trading in oats and qualities are holding up very nicely. During the past week receipts have amounted to 46,500 bushels while an Eastern demand has furnished an outlet for shipments aggregating 19,300 bushels. It is estimated that there is still considerable oats in first hands, and that holders are more disposed to let loose of it than they have been for a long time. Local stocks amount to about 80,000 bushels. Estimates place the amount of rye in store here at about 14,000 bushels, while there is no barley worth mentioning.

The present session of the Ohio legislature has brought forth its customary grist of pure seed bills, a number of which have already been introduced for consideration. Up to this time no definite ac-

tion has been taken on any of these or kindred measures.

Fred Mayer attended the Michigan Bean Jobbers' Convention at Detroit. He reports an interesting session.

The National Corn Exhibition, which for two years has held its sessions at Omaha, Neb., will be held in Toledo, early in 1911.

John Wischenheiser, W. H. Morehouse, Edwin L. Camp and E. L. Southworth, all Toledo grain men, were recently made members of the Chicago Board of Trade.

A new corn association was organized at the recent agricultural school held at Bowling Green, O. Various corn-growing experiments will be tried out the coming year.

L. A. Mennell, of the Isaac Harter Milling Company, and Lewis Sloan, a prominent grain man of Grelton, O., were recently elected to membership in the Toledo Produce Exchange.

F. G. Ringle, of Tiffin, a prominent seed dealer, who was arrested in New Orleans, recently, on charges of complicity in the murder of a Panama policeman, was released, and completely vindicated. Ringle had been on a visit to Panama.

The Huffman & Noyes elevator at Bowling Green, O., was thrown open for business on Feb. 3, and did a splendid opening business. D. B. Noyes was formerly a Toledo boy, and for eight years was connected with the Toledo Salvage Company.

Charles Stager, ex-sheriff of Lucas County, and for a long time engaged in the seed commission business in Toledo, died recently from liver trouble. He was prominent in fraternal societies and at one time was Exalted Ruler of Toledo lodge of Elks.

Frank I. King of Toledo was recently honored by being made second vice-president of the North America Grain Exchange. Edwin L. Camp, president of the Toledo Produce Exchange, Henry Goemann and K. D. Kielholtz were among those who attended the Chicago meeting.

E. W. Steel, wanted for the past year on the charge of forging the name of Charles Ash, a prominent elevator man at Amsden, Ohio, was recently picked up by a railway detective at Bellevue, O. Steel is charged with forging the name of Ash to about \$75 worth of checks which he cashed at various saloons.

Among recent visitors on the floor of the Toledo Produce Exchange were the following: A. Boyer, Monroe, Mich.; D. A. Baker, Butler, Ind.; H. A. Porter, St. Louis; W. M. Hurd, Monroe, Mich.; D. E. Studebaker, Bluffton, Ind.; T. J. Kemp, Chicago; T. H. Pockock, Ft. Wayne, Ind.; and James A. Phelps, Brooklyn, N. Y.

A fist fight and general rough-house featured the deliberations of the jury in the case of Charles W. Barnes, of the commission firm of Barnes Grain & Commission Co. against John Mills & Co., brokers, in the Toledo Common Pleas Court last week. Barnes sued to recover back about \$2,400 alleged to have been lost in grain speculation. After twenty hours deliberation the jury disagreed.

Wabash Elevator No. 5 at Toledo, was recently sold to the J. C. Ruel Wrecking Co. of Chicago, and is being torn down. This leaves but one wooden elevator on the river front. It had a storage capacity of 1,500,000 bushels, and at one time handled 34,000,000 bushels of grain in a single year. The last three or four years it has done practically nothing. It is said that the Wabash Elevator Company having disposed of the last of its property, will now be dissolved. It was incorporated for \$1,200,000.

The construction of a marine leg and other extensive improvements which will be made at the East Side Iron Elevator, at Toledo, will greatly add to its facilities for handling lake business. The marine leg will have a capacity of 10,000 bushels an hour, and will be used for unloading. The Macdonald Engineering Company will do the construction work, and the Skillin & Richards Manufacturing Co. of Chicago will supply the machinery. Among other things a Eureka Grain Dryer will be erected, having a capacity of 5,000 bushels every ten hours, a complete concrete working house of 71,000 bushels capacity, and 300 feet of new dock. The plant when completed will be one of the finest in the world and will have a total capacity of 1,100,000 bushels.

With nearly 15,000,000 bushels of grain stored in elevators and boats along the waterfront, as well as 2,500,000 bushels of flax, the elevators at Buffalo on January 20 were several million bushels below the high water mark for the season.

It is reported that a delegation representing exporters will shortly visit Ottawa, Ont., and confer with government officials regarding terminal elevators, as a result of meetings held by leading grain exporters in Winnipeg, Man. For some time exporters have voiced dissatisfaction with existing conditions. Communication was first had with the Government to learn if a delegation would be received and asking that definite action as to suggested Government ownership and operation be deferred until the delegation has been heard. A satisfactory answer was received.

THE EXCHANGES

Elevator C. South Chicago, has been made regular by the Chicago Board of Trade directors.

The Wichita Board of Trade at its last meeting tabled a motion to charge interest on advances.

Bernard J. Rothwell, miller, has been elected president of the Boston Chamber of Commerce.

Interest charge on advances by Milwaukee receivers will be 6 per cent during the month of February.

Chicago Board of Trade memberships have been in better demand of late, and on January 20 changed hands at \$2,825 net to the buyer.

At the annual meeting of the Duluth Board of Trade, the financial statement showed a reduction of a bonded debt by \$20,000 for the year.

The New York Produce Exchange directors have filed a protest against Congressman Humphrey's proposed increase in the tonnage tax on ocean vessels.

President Bell of the Milwaukee Chamber of Commerce has appointed a committee to investigate charges of railway discrimination against that market.

The Baltimore Chamber of Commerce has adopted a testimonial commendatory of the work of the Government's Grain Standardization Laboratory in that city.

"Big Chief" Culver has been reappointed chief grain inspector of the Toledo Produce Exchange, and his assistants will remain the same with but one exception.

The Calgary Grain Exchange has purchased four lots on the corner of Centre Street and Sixth Avenue, Calgary, which it hopes to improve in the near future by the erection of an Exchange Building.

The Thirteenth Annual Report of the Board of Commissioners of the Port of New Orleans has been published. Besides the financial statement, the pamphlet contains many pictures of the harbor facilities of the port.

Geo. H. Morgan has been reappointed secretary of the St. Louis Merchants' Exchange, this being his forty-sixth year of service. Mr. Morgan has seen more years of service in this position than any American exchange secretary.

The Wichita Board of Trade has made an arrangement with the Western Weighing Association by which all mills and elevators in that city become members of the Association. Under the arrangement the railroads will accept the weighers' certificates of weight as the basis of the freight charges.

The board of directors of the Chamber of Commerce of Mobile, Ala., on Feb. 5 adopted recommendations of the grain committee as to rules governing the classification and inspection of grain and adopted the Uniform Grade Rules of the Grain Dealers' National Association, the rules becoming effective immediately. It was stated that there had been no standard in Mobile in years and the action is prompted by a desire to put Mobile on a footing with the markets with which it does business.

A "Chicago Board of Trade Band" is proposed; and a committee on promotion has been appointed, consisting of Philip Seipp, James C. Murray, Allan M. Clement, Fred A. Paddleford, David H. Harris, S. P. Arnot, and William H. Lake. This committee has organized the "Publicity Society" and the band is to be one of its media. Membership in the Publicity Society costs \$10 a year, which entitles members to a voice in the deliberations of the organization and free tickets to band concerts and musical festivals.

On Feb. 1 the Winnipeg Grain Exchange locked out the three telegraph companies doing business in Winnipeg, from the Exchange floor. Secretary Bell said that these have had free offices and facilities in Exchange for years and have sold the quotations to outside points such as Montreal and Toronto without paying a cent for the privilege. They were notified that they must pay \$100 a month apiece starting February 1, and refusing this they were told their wires were not needed.

The Nashville Grain Exchange has organized a clearing house with capital of \$5,000. The incorporators, under state charter, are Chas. D. Jones, Albert Rothschild, H. H. Hughes, John H. Bell and J. B. McLeMore. It is believed, in view of the territory supplied by Nashville, that the "pit" business will be largely increased in the future, particularly in supplying the wants of the buyers in the territory south and east, including the Carolinas, Georgia, Florida and Alabama, as the call board in conjunction with the clearing house will enable the dealers in that section to supply their wants for the actual grain for whatever months' delivery they wish to buy, since the trading will

be so conducted as to make absolutely certain to every buyer the fulfillment of his contract.

Five silver cups donated last year by the Milwaukee Chamber of Commerce were competed for a second time at Madison the other day. Each cup is valued at \$40 and awarded as follows: For best ten ears of Silver King corn, best sample of Swedish select oats, best sample of spring wheat, best sample of winter rye, best bundle of Oderbrucker barley. A cup must be won twice to become permanent property of any contestant.

C. W. LONSDALE.

C. W. Lonsdale, president for 1910 of the Kansas City Board of Trade, is still on the sunny side of 40 years of age, but has been in the grain business for more than half his years. For fifteen years he was with Van Dusen-Harrington Co. at Minneapolis, and five years ago went to Kansas City as manager of the Home Grain Co., one of the Van



C. W. LONSDALE.

Dusen-Harrington Co.'s allied interests. When last July the Home Grain Co. sold its line of elevators, Mr. Lonsdale organized the Lonsdale Grain Co. Mr. Lonsdale has served the Kansas City Board of Trade as director and also in their order as second and first vice-president.

CINCINNATI CHAMBER OF COMMERCE COMMITTEES.

James J. Heeken, president of the Cincinnati Chamber of Commerce, has named the following members to act upon standing committees for the year: Grain inspection, Jno. F. Allen, chairman, H. Lee Early, F. F. Collins, Edward A. Fitzgerald, A. C. Gale; flour inspection, B. M. Gale, chairman, Jno. H. Dorsel, Jno. B. Heid, Lyman Perin, Henry W. Brown; hay inspection, Edward B. Terrill, chairman, William H. Kramer, D. B. Granger, James W. Ellis, Jno. E. Collins, Jr.; weighing bureau, H. C. Whetstone, P. H. Gale, H. F. Cellarius; inspection bureau, Charles W. Schmidt, John DeMolet, P. M. Gale.

C. B. Murray was reappointed superintendent, William McCallister, chief weigher; Geo. F. Munson, chief grain and flour inspector; and Edward F. Dennis, chief hay inspector.

ELECTIONS AT MONTREAL.

The annual meeting of the Montreal Corn Exchange Association was held on January 26, when the following gentlemen were elected by acclamation: President, R. W. Oliver; Committee of Management, A. Chaplin, A. G. Burton, P. B. Earle, D. A. Campbell, W. Carruthers, W. I. Gear, and A. E. Labelle; Board of Review—Chairman, T. A. Crane; members, C. B. Esdaile, H. W. Raphael, James Carruthers, E. Judge, and Alexander McFee.

The Board of Trade annual election results were as follows: President, G. L. Cains; First Vice-President, J. H. Burland; Second Vice-President, R. W. Reford; Treasurer, N. Wight; Council—J. Baillie, G. F. Benson, W. M. Botsford, R. A. Brock, D. W. Campbell, R. J. Dale, R. Drummond, J. Ethier, A. McLaurin, T. H. Newman, J. Quintal, and J. A. Vaillancourt; Board of Arbitration—R. M. Ballantyne, J. R. Binning, James Carruthers, W. W. Craig, C. B. Esdaile, W. I. Gear, E. B. Green-

shields, A. J. Hodgson, C. Meredith, Alexander McFee, J. McKergow, and F. Robertson.

TOLEDO PRODUCE EXCHANGE COMMITTEE.

The following are the standing committees of the Toledo Produce Exchange for the year 1910:

INSPECTION COMMITTEES:

Wheat and Rye—D. Anderson, W. W. Cummings, J. C. Keller, E. L. Southworth, F. O. Paddock, Fred Mayer, C. S. Coup.

Corn and Oats—E. L. Southworth, H. W. DeVore, J. W. Young, W. E. Tompkins, W. H. Haskell, J. E. Rundell, F. O. Paddock.

Seed—F. W. Annin, J. C. Keller, J. A. Smith, F. W. Jaeger, R. L. Burge, W. R. Hadnett, W. E. Stone.

OTHER STANDING COMMITTEES.

Transportation—F. O. Paddock, E. L. Southworth, H. L. Goemann, J. W. Young, Fred Mayer, David Anderson.

Publicity—F. I. King, Fred Mayer, K. D. Keilholtz, H. L. Goemann, Chas. S. Burge, A. Gassaway.

Legislation—E. L. Southworth, A. W. Boardman, W. H. Haskell, J. A. Smith, J. C. Keller, R. L. Burge, E. H. Culver.

Handling Off Grades—David Anderson, J. W. Young, F. O. Paddock, E. L. Southworth, W. H. Haskell.

Membership—F. I. King, F. J. Reynolds, R. P. Line, Fred W. Jaeger, J. E. Rundell.

Harbor—A. W. Boardman, David Anderson, F. O. Paddock, E. L. Southworth, F. J. Reynolds.

Weights—K. D. Keilholtz, Henry D. Raddatz, F. W. Rundell, Fred Mayer, John C. Keller.

Finance—C. S. Burge, John H. Taylor, W. H. Morehouse.

Claims—J. Wickenhiser, C. S. Burge, W. H. Morehouse.

Quotations and Call—J. W. Young, F. O. Paddock, H. L. Goemann, W. W. Cummings.

Telegraph—Fred Mayer, F. I. King, John Wickenhiser.

Rules and Floor—J. E. Rundell, W. E. Stone, Fred C. King.

Judiciary—K. D. Keilholtz, A. W. Bunce, C. S. Coup.

Elevators—John Wickenhiser, C. S. Coup, W. R. Hadnett.

Rooms, Supplies and Employees—Harry R. Devore, J. W. Young, Frank R. Moorman.

CHANGES IN EXCHANGE MEMBERSHIPS.

Chicago.—Secretary Geo. F. Stone reports the following changes in the membership of the Chicago Board of Trade made during January, 1910: Admitted—Wm. E. Johnson, John N. Allen, Edw. W. Todd, Jas. R. Williston, Samuel Nast, Ira D. Hough, Frank W. Hammer, Jno. Murdoch Dennis, Hugh S. Patterson, Clarence H. Clarke, John S. Dickerson, Edwin L. Camp John Wickenhiser, Ezra L. Southworth. Withdrawn—Benj. P. Hutchinson, Chas. W. Egan, E. E. Todd, Henry Stolz, Alex. D. Nast, Josiah B. Reeme, Ray W. Scarle, Hayden W. Ward, Daniel J. Murphy, Jas. W. Davidson, Jno. Gledhill, Dana Slade, Geo. A. White, N. P. Rogers.

Cincinnati.—Superintendent C. B. Murray reports the following members of the Cincinnati Chamber of Commerce elected in January: F. C. Bitgood, with Babcock & Wilcox Co., water tube steam boilers, 1308 Traction Building; Daniel M. Kennedy, grain dealer, Hamilton, Ohio; Henry P. Cooke, Vice-President Fourth National Bank; Dan J. Kallagher, with E. M. Smith Grain Co., 908 Fourth National Bank Building; Wm. C. Geis, Vice-President and Treasurer Jung Brewing Co., 2014 Freeman Avenue; Walter G. Greenebaum, with Harry Victor Co., wool, sheep leather, etc., Spring Grove Avenue; William Goodman, with Laidlaw, Dunn, Gordon Co., pumping machinery, Elmwood Place.

Omaha.—Sec'y F. P. Manchester reports no changes in membership of the Omaha Grain Exchange, but the following applications were filed in January: J. M. Sewell, L. W. Frost, James Swanick, J. M. Welsh, J. E. Dixon.

New Orleans.—H. S. Herring, secretary of the New Orleans Board of Trade, reports the following members elected to that exchange during December and January: Full membership—Wm. J. Dardis of Geo. Gerdes & Co., forwarding agents; E. K. Huey, manager New Orleans Acid and Fertilizing Co.; Bancroft, Ross & Sinclair, founders and machinists; Joseph Steckler, seedsman; Orleans Manufacturing Co., manufacturers of coffins and caskets; M. T. Woodward, coffee broker; Frank C. Marshall, coffee importer. Visiting memberships—Gaspere Greco, manufacturer and merchant; Robt. P. Hyams Coal Co., represented by R. P. Hyams; Herbert H. Ruch, dealer in meats, vegetables, etc.; Carter Earhart, stevedore.

Philadelphia.—Secretary Frank E. Marshall reports the following changes in the membership of the Philadelphia Commercial Exchange: L. G. Graff, Sr., transferred to L. G. Graff & Son; Delp, Ettinger & Co., transferred to E. E. Delp Grain Co.; and Young & Brother, transferred to Frank K. Holloway.

San Francisco.—Sec'y T. C. Friedlander reports the following elections to membership in the San

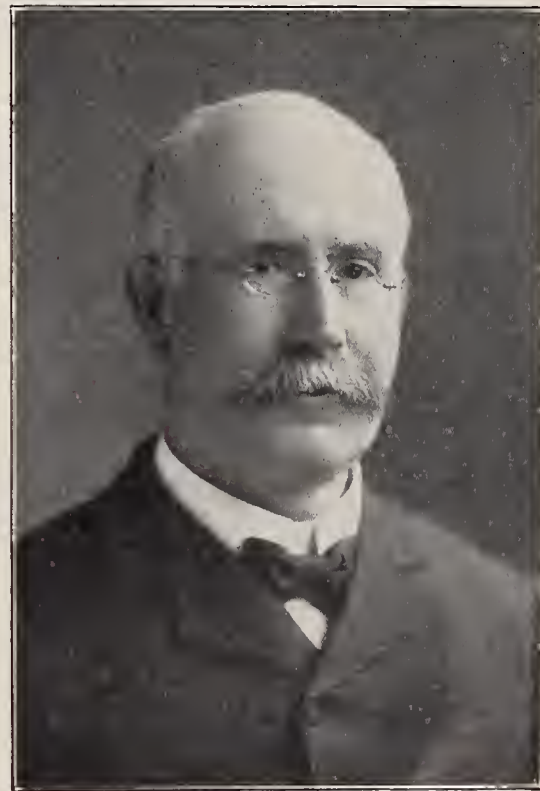
Francisco Merchants' Exchange, January: Junzo Fujihira, Yokohama Specie Bank, Ltd., to succeed Taro Hodsumi; John S. Drum, San Francisco Savings Union, to succeed E. B. Pond.

Toledo.—Secretary A. Gassaway reports the following new members of the Toledo Produce Exchange: Louis A. Mennel of the Isaac Harter Milling Co., and Lewis Sloan, grain dealer of Grelton, Ohio.

PHILADELPHIA COMMERCIAL EXCHANGE.

The annual election of officers of the Philadelphia Commercial Exchange took place on January 25. The presidential contest was between Samuel F. Scattergood, candidate to succeed himself, and Samuel L. McKnight. Mr. Scattergood at the directors' meeting on January 22, reviewed the work of his administration and dwelt at length on the efforts made to better conditions among the members. In commenting on the flour storage fight he said that the Interstate Commerce Commission decreed that Philadelphia is not entitled to equal privileges with Jersey City and New York. "This decision," he said, "is of great importance, not only to the members of the Commercial Exchange, but to the merchants, the community and the port. The decision of the Commission is to the effect that there is no actual competition among the railroads reaching Philadelphia. It is manifestly apparent that with three presumably competitive carriers entering Philadelphia competition should exist, and the efforts of your association should be toward ascertaining the reason, or reasons, for the present lack of competition, which competition is apparently so necessary if Philadelphia is to maintain its rightful position as a port."

Mr. Scattergood urged the board to see that the fight put up by the Exchange to have abolished a \$2 diversion charge on grain should be continued, and said that if this is done it will eventually lead to the elimination of this unjust charge by the carriers. He conducted his canvass on this principle. He has been called a radical; but he repudiated the charge. It was pretty clear, however, that the trans-



SAMUEL H. MCKNIGHT.

portation interests took a very keen interest in the contest.

Mr. McKnight was elected by a vote of 193 to 153 for Mr. Scattergood. The other officers elected are: Vice-president, William McAleer, Jr.; treasurer, Joseph W. Beatty; directors, to serve two years, James L. King, Emanuel H. Price, Walter F. Hagar, B. Devitt, William J. Koch and George M. Warner.

Samuel L. McKnight, the new president, has been a member of the Commercial Exchange since 1875, and has served as vice-president and chairman of important committees in the board of directors for years. In commenting on the result of the election he said the results showed that the members desired a change, but qualified this statement by declaring that the fight was hotly contested until the last vote was polled. "All I can say," he concluded, "is that I will pledge myself to work for the best interests of the Exchange and the city of Philadelphia. I will strive to bring all factions together, as much more can be attained with all parties working in harmony. I see no reason for factional strifes among our members. We are all actuated by the same spirit of civic pride, and we should pull together on every measure that will redound to the good of the Exchange and the city in general. We wish to see this port become a real factor in the shipping world. We will strive to discover the rea-

son why its progress is handicapped, and will endeavor to correct the evils, if evils exist. My main hope at the start is to get the members together, because then I will know that the full strength of the Exchange is back of the administration on all measures for the common good."

In the appointment of committees on January 27 there was a "decided shake-up," said the "Ledger." "In all thirteen committees were appointed by the new president, and selections were made, in a majority of cases, from the ranks of those who supported Mr. McKnight in the contest. Louis G. Graff, the defeated candidate for vice-president, was elected to the board to fill the unexpired term of Mr. McKnight. His election gives the McKnight party a comfortable majority in the directorate. William M. Richardson, who was chairman of the transportation committee during the Scattergood administration, was succeeded as chairman by James L. King. Mr. Richardson was appointed on the rooms and fixtures and information and statistics committees.

"Mr. McKnight reappointed Frank L. Neall and Samuel T. Kerr to represent the Exchange on the joint committee on freight rate and differentials. Frank E. Marshall, secretary, who was a member of that committee, asked to be relieved, and his place was taken by James L. King. Mr. Richardson was reappointed a delegate from the Exchange on the joint cement committee, but instead of Samuel F. Scattergood, the president substituted Walter F. Hager as the other representative. In fact, Mr. Scattergood was not named on any of the thirteen committees chosen."

CHICAGO BOARD COMMITTEES, ETC.

The directors of the Chicago Board of Trade have made the following appointments: Secretary, Geo. F. Stone; assistant secretary, W. S. Blowney; treasurer, Ernest A. Hamill; treasurer of clearing house, Geo. M. Reynolds; manager of clearing house, Samuel Powell; attorney, Henry S. Robbins; manager transportation department, W. M. Hopkins; chief weigher and assistant to the market report committee, H. A. Foss; inspector registrar and weigher of provisions, John A. Tobey; flaxseed inspector, Chas. F. Lias; flour inspector, J. T. Canvin; hay inspector, H. R. Whiteside; receivers' agents, Patrick O'Connor, W. E. Irwin, D. S. Laumann, Robert Bebb, Perry Voorhees, T. F. Costello, W. J. Foss and W. M. Barringer.

COMMITTEES.

Executive—Clement, Andrew and Tarse.
Finance—Merrill, Mason and Perrine.
Real Estate—Bunch, Wood and Mason.
Rules—Randall, Arnot and Wood.
Legal Advice—Mason, Clement and Merrill.
Room—Noyes, Arnot and Dillon.
Membership—Andrew, Bunch and Mason.
Warehouse—Perrine, Andrew and Murray.
Grain—Merrill, Murray, Brown, Tarse, E. L. Glaser, C. B. Pierce and George A. Wegener.
Clearing House—Wood, Arnot and Randall.
Market Report—Bunch, Wood and Mason.
Violation of Rules—Andrew, Bunch, Randall, Dillon, Leland and Wood.
Transportation—Murray, Brown, C. B. Pierce, Bunch, E. L. Glaser, Rice, Andrew, George E. Marcey, G. W. Hales and Dillon.
Weighing—Andrew, Brown and Perrine.
Claims—Leland, Wood and Cross.
Meteorological Observations—Tarse, Schneider and Arnot.
Provision Inspection—Cross, J. A. Bunnell, Poore, John Roberts and A. T. Fuller.
Flour Inspection—Dillon, B. A. Eckhart, Frank B. Rice, I. Horner and V. J. Peterson.
Flaxseed Inspection—Schneider, T. M. Hunter, George E. Alt and P. H. Eschenburg.
Other Inspection—Brown, Murray and Schneider.
Arbitration Committee on Grass and Field Seeds—F. E. Winans, T. M. Hunter, A. L. Somers, C. A. Heath, Aloph Gerstenberg, G. A. Wegener and G. S. Green.
Committee on Insolvencies—Arnot, Merrill and Noyes.
Members' Rates Committee—Bunch, Clement and Arnot.
Special Committee on Promotion—Merrill, Clement, Arnot, A. J. White, Tarse, Leland, James Pettit, W. L. Gregson and Cross.

BALTIMORE CHAMBER OF COMMERCE.

The annual meeting of the Baltimore Chamber of Commerce was held on January 31, when the following directors were elected: Messrs. R. Ramsay, Ferdinand A. Meyer, J. W. Snyder, R. L. Burwell and R. D. Sinton. They will serve until 1913. Those who retired were: Messrs. A. F. Sidebotham, Charles England, Thomas C. Craft, Jr., Harry C. Jones and William G. Scarlett. Subsequently Geo. S. Jackson, of Gill & Fisher, a member of the Chamber for twenty years or more, was elected president, vice Charles England, who retires after two years of service.

Mr. England closed a most successful administration by an official report that, like all of the public papers of this distinguished member of the trade, was a model of its kind. His review of the

grain trade of the year past was both interesting and instructive, the more so that it was accompanied by some brief but wise remarks on the relations of the grain trade to the "new agriculture," and particularly upon the "plain necessity of checking emigration to the cities and turning the tide back to the farms."

Touching on national questions, he advocates trade reciprocity with Canada, the creation of a permanent tariff commission, the rebuilding of the merchant marine by the repeal of existing bad navigation laws and the abandonment of bad national policies, the readjustment of railway rates to Baltimore, etc. Federal inspection of grain is condemned while the grain standardization laboratory at Baltimore is commended for its service; uniform grades are approved provided "certain grades should be continued to meet local conditions"; the Council of North American Grain Exchanges is commended; and various local matters are discussed with skill and exact intelligence. The report concludes with "natural advantages" might cogitate with profit. "We have been so educated in the belief of Baltimore's natural advantages," Mr. England says, "that we are prone to regard them as all-sufficient. Baltimore's geographical position is important; it has a superior harbor, safe and deep channel to the sea, cheap fuel and low port charges; but there is required a proper application and use of these advantages, also energy on the part of its citizens to fully enjoy the fruits of them."

COMMISSION

The Mertz-Ibach Produce & Grain Co., of Mobile, Ala., has filed notice of dissolution of corporation.

Goffe & Carkener of Kansas City, Mo., have opened an office at Salina, Kan., in charge of H. M. Talcott.

B. C. Christopher & Co., grain brokers, of Kansas City, have opened a branch office in Topeka with Mr. E. A. DePue as local manager.

The Brooking Grain Co. of Oklahoma City has opened a commission and brokerage office at Wichita and became members of the Wichita Board of Trade.

I. P. Rumsey, head of the firm of Rumsey & Company, on the Chicago Board of Trade, has been elected president of the Citizens' League of Chicago for the suppression of the sale of liquors to minors.

Schultz & Niemeier Commission Co. of St. Louis, Mo., announce that they have removed their offices to 305-306 Chamber of Commerce Building, where they will be glad to have their friends and customers call.

Arthur R. Sawers, grain merchant in the Postal Telegraph Building, Chicago, left the city the last part of January for Los Angeles, Cal. He was accompanied by his wife and family and will be gone until the end of the month.

The Cargill Elevator Co., of Minneapolis, Minn., wholesale field seed merchants, send out a very handsome pictorial calendar for February from their seed department. The picture represents the scene, "A Calm Night" and is from a painting by Edwin Lamasure.

Otto Waltzmann, with Rosenbaum Brothers, Chicago, will sail from New York City on February 17 on the La Provence for Havre. He will spend about six weeks abroad for his health and incidentally will call on the firm's connections in different countries of Europe.

On February 1 indictments charging larceny in the third degree were returned by the grand jury in New York City against three members of the brokerage firm of Tracy & Co., of New York Stock Exchange and the Chicago Board of Trade, which failed to the extent of about \$1,500,000 a year ago.

The Independent Grain Company has succeeded the Independent Grain Commission Co., at Wichita, Kan. The members of the firm are George Noll, J. W. Craig and J. F. Jones. Mr. Jones is a new member, coming from Pratt, Kan., where he has been engaged with his father in the banking business.

The Gale Bros. Co., Cincinnati, Ohio, sends the following with their pictorial calendar for February:

"Allow me to help you keep track of the date, And be a constant reminder of what a mistake You will make by not wiring for quotations each day When ready to consign or sell grain or hay."

The Board of Trade membership belonging to the estate of B. P. Hutchinson was recently sold, bringing \$2,500. Mr. Hutchinson died March 17, 1898, after a long and mainly successful speculative career. It was in September, 1888 that he ran the price of wheat to \$2.00 per bushel, a figure that has never been reached since, the nearest approach being in 1898 when Joseph Leiter ran the price to \$1.85. The estate has been paying the annual

dues on the membership since Mr. Hutchinson's death.

Thomas A. Ennis and Charles F. Steppini, whose failure on the New York Consolidated Exchange was announced about a year ago, were expelled from membership on the Chicago Board of Trade early in February. Irregularities in the firm's methods were discovered by the insolvency committee of the board.

The George A. Adams Grain Company of Kansas City, Mo., has made an assignment. P. S. Cary was appointed assignee. Mr. Adams laid his financial troubles to the embezzlements of a former employee, and to the fact that customers had failed to keep up their margins. Mr. Adams has been in the grain business for upwards of fifteen years. The present firm was incorporated in 1901.

John Dickinson, stock and grain broker of Chicago and New York, who failed about a year ago, disappearing at the same time, appeared at Chicago before Referee in Bankruptcy Sidney C. Eastman the latter part of January. He related his whereabouts since the failure and stated that he and Mrs. Dickinson were now living on a ranch out west bought by Mrs. Dickinson. Involuntary bankruptcy proceedings were brought against Mr. Dickinson in February, 1909. His liabilities were placed at \$215,000.

E. W. Wagner, 99 Board of Trade, Chicago, announces the publication of "Grain Investments" which replaces his former widely known "Grain Speculation Not a Fine Art." The new book is an exhaustive review of grain trading operations and wisdom. The experience of years is summed up in a few words. Veteran traders will find the book a mental stimulus. Others will value the book for its complete details covering Board of Trade operations. The book is a valuable contribution to grain literature. The following sentence explains its value:

"Chicago grain quotations are watched by the largest world audience of any single business."

George F. Powell, who has for years been identified with Connor Brothers & Company, withdrew on Feb. 9th from that concern and has formed a partnership with John J. O'Rourke, under the firm name of Powell & O'Rourke. This is another evidence of the growth of the St. Louis market, on the principle of making two blades of grass grow where one grew before. Connor Brothers & Company continues at the old stand under the efficient leadership of P. P. Connor, M. J. Connor and the sons, William P., William M. and James A. Connor. Mr. Henry W. Mack continues with the old firm as manager of the hay department.

CROP REPORTS

Deputy Grain Inspector S. S. King estimates that approximately 20 per cent of the Northwest's 1909 crop remains in the ownership of farmers.

Farmers in some parts of Nebraska report that winter wheat is injured. Much corn is still in the fields and cannot be reached. Very little hay or grain is on the markets because of the roads.

Since the chinook winds have swept the snow from the fields, fall sown grain in Southeastern Washington and Eastern Oregon has not been perceptibly injured by the recent extreme cold weather.

Information received from Topeka by J. F. Zahm & Co., Toledo, Ohio, is that two months of ice and snow have materially injured growing wheat in Kansas, some estimates placing the damage as one-third of the promised crop.

Seventy-four correspondents in Southern Michigan counties say the wheat crop suffered during January; twenty-eight say it did not. In the central counties five report that it suffered, while 157 report favorable conditions.

In his report on the condition of wheat in Kansas, Prof. Ten Eyck of the Kansas State Agricultural College, states that the wheat is frozen solid, but that it appears to be alive and in good condition. He believes that the covering of ice and snow have been a benefit.

Experts estimate that 800,000 tons of barley will be harvested in California the coming season, as against less than 500,000 for last season. The wheat yield will also be enormous. Every available acre of wheat and barley in San Joaquin county has been seeded.

In practically all districts in the winter wheat sections of the west the crop maintains a favorable promise wherever the covering of snow has passed off. Unfavorable road conditions have been drawbacks to marketing. Unusual prevalence of snow has occasioned enlarged feeding requirements.

H. B. Dorsey, president of the Texas Grain Dealers' Association, and the grain treasurer at Fort Worth, says the "crying need of Texas is the public grain elevator."

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

WINTER IN NORTH DAKOTA.

Editor American Elevator and Grain Trade: North Dakota is enjoying one of the best winter months for years; and with good roads and wheat a dollar a bushel the farmers are busy hauling.

Yours truly,
Heaton, N. D. J. A. FRANK.

A CORRECTION.

Editor American Elevator and Grain Trade:—My elevator at Dickinson, North Dakota, is a 40,000-bushel elevator instead of 20,000, as you stated recently. I have a 40,000-bushel plant here with seed, feed, hay and other departments, with warehouse room. I have also a 30,000-bushel house at Columbus and a 25,000-bushel house at Huntley.

Yours truly,
Miles City, Mont. D. L. LYTLE.

CONDITIONS IN NEW YORK.

Editor American Elevator and Grain Trade:—Our market on all grain during the past week has been extremely dull and uninteresting. Our export trade in wheat has passed for the time being to our competitors, Russia, India, Argentina and Australia. Manitoba wheat, which has been underselling us in European markets, is also now above an export basis.

So far as American markets are concerned, we look for no change in the situation, as long as our visible supply remains as small as it is at the present time; we can ignore the bearish tone of European markets as long as the demand in our own country continues equal to, or greater than the supply.

The future of the market depends entirely upon how freely the farmer will market his surplus grain. Canada is differently situated and has a larger surplus of wheat by seven million bushels than a year ago, and this wheat must eventually find a market in Europe, so that, in all probability, Canadian wheat would not follow closely a further advance in our markets. While Europe shows no anxiety to purchase from us, we, on the other hand, evince no disposition to sell; and this is what has caused the stagnation in our wheat market.

We are nearly in line with Europe on corn and an occasional load is being worked, but volume of business, so far, is very small. The shipments being made are on old contracts, at lower prices; very little new business is doing. Most of the corn arriving is unfit for export, owing to the fact that it contains an excess of moisture, which impairs its carrying quality. Chicago No. 3 selected corn is arriving here and grades No. 4 and under. This corn is held at a price which prohibits its being kiln-dried to make export grade.

The financial horizon is far from being clear, and this, coupled with the murmur of discontent by consumers against high prices of all foodstuffs, has created a bearish feeling in all Eastern markets. The farmer may make a mistake in holding his grain too long.

New York, Feb'y 9. GIBBS & ROBINSON.

EUROPEAN SEED TRADE.

Editor American Elevator and Grain Trade:—We herewith beg to hand you a copy of our latest report of Clover and Grass Seeds.

Yours truly,
R. LIEFMANN SOHNE NACHF.

Hamburg, Germany.

A summary of the above report is as follows:

Owing to dry weather, supplies from South Russia and Galicia came in very early, so that now only a small portion may yet be expected. Due to free offerings and light sales during November and December, always quiet months with us, prices for Russian and Galician commodity, being the highest valued seed for European consumptive purposes, had declined, but have now again reached the level previous to the decline, and partly turned even dearer. The South Russian crop is a very good one, but has been materially overestimated. Lower grades and seed of South European origin other than above are $\frac{1}{2}$ c. to 1c. cheaper, and could not yet improve in value, England and other European countries still being reluctant buyers. We, however, expect to see such qualities also advance to their former level, especially as soon as Great Britain and North Russia resume buying. In both countries crop is a complete failure.

France.—Market is advancing, since their home consumption, particularly the northern parts of France, where crop is a complete failure, begins to buy. The country has nearly sold her pretty large old and small new stocks.

Italy has some old and little new seed. Much of it has been disposed of too, and market continues firm and rising.

All of the other countries in Europe have no crop of any importance, and without a single exception require to buy large quantities. Even North-Russia, Poland and Austria, especially Bohemia and Moravia, some of the main producing territories, have already imported, and are forced to fill further large wants. Also the southern part of Europe (Hungary) which so far has exported some thousand bags of medium grades and is able to continue shipping limited quantities of such seed, is now compelled to import again large quantities of fine dodder-free commodity. About 60 per cent of the European consumption has been provided for, while 40 per cent must still be filled. We are, however, at a loss to see how this could be brought about.

Germany and England will have the largest requirements. Those of Great Britain are reported to be 6,000 to 7,000 tons, while the German wants are still considerable larger. Properly speaking we have no surplus for export to America, and if you should yet buy a larger amount, are bound to come short of seed, for we cannot afford to ship a large amount without evoking a heavy advance of our prices. The European demand will assume such enormous proportions, as has not been experienced for many years past. This is our opinion of Red Clover.

DEFAULTS ON CORN CONTRACTS.

Editor American Elevator and Grain Trade:—The defaulting on corn contracts by certain firms recently has increased the agitation for the margining of future trades; and the following letters from houses who are active in the trade in Indiana show that the country seller is not averse to margining future trades. It would seem to me that it would be better to eliminate the carding of the country and put the trade in the hands of houses who are willing to margin the trade instead of having every little "fence corner" make contracts for three months ahead.

The Bassett Grain Company write under date of January 17th as follows:

We are addressing a letter to a grain dealers' journal today at Chicago, tendering a suggestion about the formulation of a rule for the payment of margins on deferred shipments and cash grain, which we hope they will accept, for it is surely the crying need of the grain trade at this moment.

An Indianapolis house writes under date of January 17th as follows:

Now regarding the question of margining the future trade, we believe that it is coming to this; and if the trade east and west will demand this we believe it will have a tendency to prevent in a great measure the selling of cash corn for future shipment, with the result that there will be a great element of speculation eliminated and in the end be a good thing for all concerned. If the entire trade should be eliminated to a point of selling their corn as it is delivered to them and the middle man making his sales as the corn is bought, this question of margins and protection of contracts would be eliminated, to say nothing of the worry and anxiety connected with these long-time contracts.

Another Indianapolis firm writes under same date:

I am fully persuaded that the only remedy for the ills you speak of is some sort of a margin arrangement on all contracts, or an absolute prohibition of future trading with contracts for more than thirty days' time. I have felt for a long time that it would be much better for all concerned if this long-drawn-out future trading were curbed; it would put the business on a legitimate instead of a purely speculative basis, and in my judgment work to the advantage of everybody.

Another Indianapolis house says:

We are particularly interested in that part of it in which you refer to the question of margining future trades. We are most emphatically of the opinion that not only the New York market, but Philadelphia and Baltimore should insist on this being done. It would not only be a good thing for your people, but also for this end of the line. You will probably remember that during the oats movement last summer we wrote you several times that we were afraid to make any sales, because we could not afford to stand the loss, if any, and did not want to put ourselves in a position compelling someone else to lose for us. We know some business was done in this market in oats that meant just one of two things; that is, the deal should show a profit to the Indianapolis man making the deal, or, if it showed a loss, the New York man would have to hold the bag. The oats trade came out all right, but it seems that part of the fellows here got the fever on corn, and New York is holding the bag. There is no question if a marginal deposit was required, it would stop much of this future trading, especially by parties not responsible. Let us suggest that any ruling leading to this end should be reciprocal, in that both sides of the trade should be required to deposit margin. These margins could be deposited with the secretary of the board of trade which controlled the final disposition of grain shipped; that is, if sold New York terms, New York Produce Exchange should control the deposit; if sold Indian-

apolis terms, Indianapolis Board of Trade control the deposit. In any event, compel both sides to put up margins. We sincerely hope your people will continue the agitation and adopt the rule soon.

Yours truly,
New York City. EDWARD BEATTY.

SULPHURED OATS AND THE FOOD LAW.

Editor American Elevator and Grain Trade:—While in Washington the other day my attention was called to "Food Inspection Decision No. 89" bearing upon the question of sulphured oats. I also saw a letter on this same subject, which read in part as follows:

Beg to say that I have taken the matter up with the solicitor of the Department, who is also a member of the Board of Food and Drug Inspection, with the result that he states that the position of the Board with regard to interstate traffic in bleached oats is somewhat as follows:

That no objection will be made to the shipment into interstate commerce of sulphur bleached oats which contain only ordinary and not abnormal quantities of sulphur dioxide, provided the fact that such oats have been so bleached is plainly stated upon the label of each package.

He objects, however (and I agree with him), to the designation of sulphur-bleached oats as "purified oats." No objection will be made to the shipment into interstate commerce of oats bleached with sulphur which contain only a normal and not an excessive amount of moisture; in other words, I understand that no objection will be offered to the shipment into interstate commerce of sulphur-bleached oats when such oats are not abnormally bleached and do not contain an excessive amount of moisture, provided such oats are properly labeled—until otherwise decided by the Referee Board of Consulting Scientific Experts. The Pure Food and Drug Act makes no distinction between food for man and food for beast.

In talking over this matter my informant stated that the grain dealers should sell their oats as sulphured oats, not as purified oats; for if designated as the latter, it would be construed by the solicitor of the Department as an evasion of the law.

Yours very truly, HENRY L. GOEMANN.

["Food Inspection Decision 89," referred to by Mr. Goemann is dated for issue March 5, 1908, and is as follows:

The question of the addition to food of minute quantities of benzoate of soda and of sulphur dioxide will be certified immediately by the Secretary of Agriculture to the Referee Board of Consulting Scientific Experts.

Pending determination by the Referee Board of the wholesomeness or unwholesomeness of these substances, their use will be allowed under the following restrictions:

Benzoate of soda, in quantities not exceeding one-tenth of one per cent, may be added to those foods in which generally heretofore it has been so used. The addition of benzoate of soda shall be plainly stated upon the label of each package of such food.

No objection will be made to foods which contain the ordinary quantities of sulphur dioxide, if the fact that such foods have been so prepared is plainly stated upon the label of each package.

An abnormal quantity of sulphur dioxide placed in food for the purpose of marketing an excessive moisture content will be regarded as fraudulent adulteration, under the Food and Drugs Act of June 30, 1906, and will be proceeded against accordingly.

Food Inspection Decision No. 76, issued July 13, 1907, is hereby amended accordingly.]

A Fosston, Minn., dealer shipped to Duluth a single car of flax seed early in January that paid the shipper \$2,584.65 net.

A recent telegram from Red Bluff, Cal., says that "sandhill cranes are so numerous along the Sacramento river below this city that the farmers have employed a small army of men to herd the birds off the grain fields. Hundreds of acres of grain have already been destroyed and it is estimated that at least 50 acres will have to be re-sown."

The Ohio State Board of Agriculture, in preparing their monthly crop report, will hereafter adopt a uniform standard report for their correspondents. Heretofore there has been no fixed basis. Each correspondent has used his own notion of a full average crop. The bureau will now establish what a full crop means, say fifteen bushels acre wheat and thirty-five of corn. The correspondents will all grade their reports accordingly.

The raising of the snow blockade about February 1 sent a rush of delayed grain to market from the Northwest. At Chicago the harley men on the 2d began getting in cars that had been out on the road six weeks. The delayed arrivals were so liberal that maltsters held off and succeeded in making their late purchases at a decline of about 2c per bu. Even at the decline, however, Minneapolis prices, which were also suffering from a rush of storm delayed grain, were relatively lower than at Chicago.

ASSOCIATIONS

F. C. Prouty of the Oklahoma Association has moved his office to Oklahoma City.

The National Alfalfa Millers' Association will hold a meeting at Kansas City on February 25 and 26.

The Illinois Farmers' Grain Dealers' Association will hold its annual meeting at Peoria on March 2, 3 and 4.

The St. Louis Grain Club has elected John L. Messmore president; Edward M. Flesh, vice-president; and Thomas K. Martin, secretary-treasurer.

The Mobile grain dealers have formed a local association as the direct result of the work done among them by Secretary Courcier of the National Association, and have adopted the Uniform Grade Rules for local standards for inspecting grain.

Secretary Strong reports the following new members of the Illinois Grain Dealers' Association: The Dwight Grain Co., Dwight, Ill.; Karcher & Jackson, Herscher, Ill.; McCord, Crockett & Kolp, Memphis, Tenn.; Mathis Bros. & Co., Prophetstown, Ill.; Nashville Grain Co., Nashville, Tenn.

ILLINOIS ANNUAL MEETING.

Owing to the fact that the St. Nicholas Hotel management had made a contract with another trade association for use of that house during the second week of June next, the Illinois Grain Dealers' Association will hold the annual meeting on Tuesday and Wednesday, June 7 and 8; with headquarters at the St. Nicholas Hotel.

COLORADO ANNUAL MEETING.

The Colorado Grain Dealers' Association will hold a meeting at Denver on February 25th and 26th. Among those who will address the meeting are Governor Shafroth, Mayor Speer, Mr. J. K. Mullen, Sec'y E. J. Smiley of Kansas, and Mr. M. C. Harrington.

An invitation is extended to the grain dealers of Kansas, Nebraska, Idaho, Utah and Wyoming, to be guests of the Colorado Association.

On the evening of the 25th there will be a banquet tendered by the Denver delegates and on the evening of the 26th there will be a complimentary theater party given to all visitors.

NEW YORK HAY MEN DINE.

The New York Hay Association had its fifth annual dinner at the Hotel Astor on January 22. The dinner was a fine one, and every one present enjoyed a rare good time; but there was not a great deal of "shop" in the speeches. These were made by President H. W. Robinson of the National Hay Association; B. E. Dean of Auburn, N. Y.; Mr. Springer of Springer & Mead, Moravia, N. Y.; D. L. Wright of Weedsport, N. Y., president of the New York State Hay Association; J. M. Barrett, terminal agent of the Erie Railroad.

Among the guests were H. W. Robinson of Greenspring, O., president of the National Hay Association; J. Vining Taylor of Winchester, Ind., secretary of the National Hay Association; Edwin W. Bertholf, and C. A. Coleman for Savannah, N. Y., secretary of the New York State Hay Association.

FEED CONTROL OFFICIALS.

An organization was formed at Washington called "The Association of Feed Control Officials." The object of the Association is to unite all the officials charged with the enforcement of the feeding stuffs laws of the several states to influence public sentiment in the direction of uniform requirements in all the states, governing the manufacture, sale and distribution of stock feeds. The officers elected are: President, Benj. L. Purcell, Virginia; vice-president, Ed. H. Webster, Kansas; secretary-treasurer, J. D. Turner, Kentucky. Executive committee: L. F. Brown, New York; W. J. Jones, Jr., Indiana; P. H. Smith, Mass.

Addresses were made by Secretary Wilson of the Agricultural Department and W. F. Reynolds of Charlotte, N. C., on cotton seed products. Wm. E. Castle, secretary of the Southeastern Millers' Association, on feeding stuffs laws. He felt that a "Uniform Feed Law" would be "a repetition of a tariff law. It will, in the long run, be a crazy quilt pieced together out of the best pieces that can be selected, but none the less will be a law and will be, no doubt, the best law that under all conditions we can get. In other words, our whole plan should be to work the best we can with the tools we have, and with the material we have." J. W. Anderson of Kansas City represented the "Alfalfa Industry," who said that, "In the natural course of development in the alfalfa industry, mischief on the part of some dishonest individuals will at times occur; but the environment surrounding this new industry is making for honesty, and the individual who in actual business transactions proves himself dishonest is not a welcome member in the National Alfalfa

Millers' Association, and their rules for regulating the grading of alfalfa meal are explicit, intended to deal out justice to both seller and buyer."

TRI-STATE GRAIN DEALERS' ASSOCIATION.

W. L. Beaton, secretary of the Tri-State Grain Dealers' Association, office at Minneapolis, has just published a list of the "Grain Dealers of Minnesota, South Dakota and North Dakota." It is arranged somewhat differently than other directories, the names being grouped by towns, one paragraph to each town, with a numeral indicating the railroad on which the town is situated. The towns are then arranged alphabetically. There are also given the names and headquarters of the companies in the territory operating more than one elevator. Of these there are 271, including several farmers' companies.

The book contains this admirable statement of the Association's principles:

"The object of this Association shall be to procure and disseminate any and all proper information for our mutual convenience, benefit or protection; to encourage friendly relations among the regular grain dealers and to promote the general welfare of its members.

"No laws, regulations or by-laws shall be adopted which in any manner stifle competition, limit production, restrain trade, regulate prices or pool profits.

"No coercive measures of any kind shall be practiced or adopted toward any dealer, elevator man, person, co-partnership, corporation or association, to induce them to become members of this Association. No discriminatory practices shall be indulged in on the part of this Association against any person, co-partnership, corporation or association, for the reason that he may or may not be a member of this Association, or to induce or persuade such person, partnership, corporation or association or the members thereof, to become members of this Association.

"No promises, agreements or pledges of any kind shall be required as a condition of membership in this Association."

PROPOSED MARGIN RULE.

The following is the margin rule under consideration by the Chicago Grain Shippers' Club. If adopted it will be printed on the back of the contracts used by the Club and becoming a part of them:

Sec. 1. On sale or purchase of grain for which shipment or delivery may extend beyond ten (10) days from date of contract, both buyer and / or seller is privileged to call from time to time for marginal deposits to the market and for releasing of such margins to the market, until final adjustment of such contract has been made.

In cases wherein more than one contract is open, marginal deposit calls and subsequent calls for the releasing of same, shall not exceed the net aggregate difference owing by one party to the other on all contracts open and amenable to this rule.

Sec. 2. Said margin may be deposited in any Chicago Bank which has been duly authorized by the board of directors of the Board of Trade of the City of Chicago to receive deposits on Board of Trade contracts and shall be subject to the rules of the Chicago Board of Trade governing the depositing and releasing of margins.

Margins must be deposited within twenty-four (24) hours as herein provided and subject to the terms as stipulated in Section 4.

Legal holidays in seller's or buyer's place of business shall not be counted.

Non-residents of Chicago, Ill., shall remit by telegraphic transfer; such non-residents may, however, substitute a mail remittance in bankers exchange, if preceded by telegraphic notification from his (their) local bank that such remittance is being made.

Sec. 3. Party making marginal deposit must advise immediately by telegraph the party for whose protection the deposit is made, the name of the Chicago bank with which deposit has been or will be made.

Sec. 4. In case marginal deposit call to the market is not deposited, and official notice of same is not received within twenty-four (24) hours as hereinbefore provided, the party thus calling shall have the privilege to cancel all contracts covered by such margin call at the general market value, or to re-sell, or re-buy such grain as his (their) option, under prompt telegraphic advice, charging any difference or loss to the defaulting party, said amount to be due and payable at once.

Sec. 5. All margins shall be immediately released upon the faithful performance of the contract.

Sec. 6. Chicago banking institutions authorized by the board of directors as Board of Trade depositories for margins.

A Hull correspondent of the Liverpool Corn Trade News says: "In looking back over the past year the main outstanding feature of the crushing industry is the new trade in soya beans. But for the advent of this article there is no doubt seed crushers would have had a very poor, if not disastrous time, for both linseed and cottonseed have been in short supply and prices of the raw material considerably above the relative value of their products."

IN THE COURTS

Oscar Swanson, who sued the Schmidt-Gulak Elevator Co. for \$10,000 damages for injuries received in a fall from a scaffold, was awarded \$8,000 by the Court at Ruso, N. D.

Effort on the part of the Pacific Grain Co. to collect from the Frank L. Smith Meat Co. \$433 for 619 sacks of damaged wheat failed in the Circuit Court at Portland, Ore., recently.

Robert Noble, moving spirit in the Northern Supply Co., of Burlington, Vt., dealers in flour, feed and grain, has filed a petition in bankruptcy with liabilities of \$50,036.59 and \$1,200 assets.

A petition of creditors residing in Hillsboro, Plano and Graham has been filed in Federal Court at Waco, Texas, asking that W. C. Dlassingame of Hillsboro, Texas, be declared a bankrupt.

The suit of George Inman, a farmer, against Claudon Bros., who are in the grain business at Ludlow, Ill., to recover on corn purchased by defendant, has been dismissed by the Circuit Court at Champaign, Ill.

The case against Mr. Walters, former president of the Plymouth Elevator Co., of Sioux Falls, S. D., charged with obtaining money under false pretenses, has been dismissed. The Court held that no public offense had been committed.

The case of Bennett vs. Brown & Karisick is on trial in the Circuit Court at Kankakee, Ill. Bennett had a Hebrew tenant who sold his grain to Brown, an elevator man at the State line, and then disappeared. Bennett then garnished Brown.

The Joseph Kahn & Co., grain and feed dealers of Chicago, recently brought suit against the Lewis B. Cone Livery Co., of that city for a bill which could not be collected and the Court appointed a receiver for the concern. Cone and wife were recently killed by a suburban train while in an automobile.

A petition in bankruptcy has been filed against Abraham Klein, dealer in hay, grain and feed at Rye, N. Y., by Robert T. Crossen of New York City, a creditor, for \$1,459. It is alleged that he is insolvent and allowed judgments to be taken against him for \$3,671, on which there was a sheriff's sale on December 29 last.

The application filed by the Brook-Rauch Mill & Elevator Co., and other creditors to have the T. H. Bunch Co. declared a bankrupt, was granted recently by Judge Trieber in the Federal Court at Little Rock, Ark. H. R. Cochran was appointed receiver. Over \$200,000 is involved. In its answer the Bunch Co. alleged the proceedings were instituted because it refused unlawful preference to R. T. Brook.

The George A. Adams Grain Co., a corporation doing business on the Kansas City Board of Trade, has made an assignment. P. S. Cary has been appointed assignee. Mr. Adams asserts that his trouble is due to the embezzlements of a former employe, who lost money in speculation. Customers also, he asserts, had failed to keep up their margins and otherwise defaulted. Mr. Adams, who has been in the grain business fifteen years, recently sold his seat on the Kansas City Board of Trade.

Special Examiner Robert M. Fulton has turned over the testimony he has been taking in the contempt proceedings brought by the Chicago Board of Trade against the Merchants Stock & Grain Co., of St. Louis, to Judge Dyer of the United States Circuit Court. Judge Dyer recently granted a temporary injunction against the grain concern on a suit brought by the Chicago Board of Trade to prevent it from listing Chicago market quotations. The contempt proceedings were brought on the allegation that the grain concern is still listing these quotations.

Herbs Bros., who operate an elevator at Emington, Livingston County, Ill., have filed a petition in voluntary bankruptcy, scheduling liabilities at \$21,000 and assets between \$7,000 and \$8,000. The failure is attributed to imprudent speculation. The concern sold all its oats last summer when the price was about 33 cents. In endeavoring to replenish its stock the concern was compelled to pay a much higher price for oats. The members of the firm are Jacob and E. M. Herbs and they have been in the grain business at Emington about fifteen years.

The Pullman Union Warehouse Co. has instituted suit in the District Court at Moscow, Idaho, against E. A. Stovall, charging intent to "cheat, wrong and defraud the Union Warehouse Co. out of 328 sacks of wheat valued at \$808." The complaint alleges defendant delivered certain wheat to the concern and was given a certain receipt for same; that defendant later sold the amount of wheat the receipt called for to Klemgard & Price, grain buyers, but in the deal failed to deliver the receipt for the wheat to Klemgard & Price, but, it is alleged, he induced the warehouse concern to deliver

the grain to Klemgard & Price without the receipt. Thereafter defendant is charged with having sold, transferred, assigned and delivered the same receipt to other persons.

At the instance of Kahn Bros., Salt Lake City, Utah, the Tooele Milling Co., and the Inland Crystal Salt Co., a petition in involuntary bankruptcy was recently filed in Federal Court against the Sears & Jeremy Co., wholesale and retail dealers in grain, produce and provisions in Salt Lake City. The claim of Kahn Bros. amounts to \$116.80; that of the Inland Crystal Salt Co. to \$389.45, and the Tooele Milling Co., \$885.51.

The Supreme Court of Tennessee has affirmed the decree of the lower court, which was for defendants, in the case of Eaton, McClellan & Co., of St. Louis vs. Williams & Worsham of Nashville, in which damages in the sum of \$3,165.23 were asked for 26,300 bushels of grain spoiled in transit, and which the defendants refused to accept. Complainants alleged breach of contract. In the spring of 1907 much grain damaged by reason of hot, damp weather, was received in Nashville from western points under similar circumstances, and in almost every instance was paid for.

The validity of a seventy-five cent claim for inspection and weighing fee is involved in a suit instituted against the Puget Sound Warehouse Co., of Tacoma, Wash., by the Northern Pacific Railway Co. A carload of wheat valued at \$800 belonging to defendant is now tied up on the Northern Pacific yard tracks. The warehouse company shipped the carload of wheat early in January and when it arrived in Tacoma a tender of \$70 was made as per the transportation schedule. The railroad refused to accept and contends that seventy-five cents extra is due for an inspection and weighing fee.

The sale of all the real estate by the trustees of the Hardy Grain Co., bankrupt, has been confirmed by the court at Union City, Tenn. The real estate in Union City and Humboldt, Tenn., sold for \$31,005, and this was reported by the trustees to be fully 75 per cent of the value. The attorney for the old National Bank of Battle Creek, Mich., moved the court to set the sale aside on the ground of gross inadequacy and that no appraisers had been appointed to appraise the real estate. The court will appoint an expert accountant to go into the records, books and accounts of the bankrupt concern and learn, if possible, if all assets have been accounted for and if there were any preferred creditors.

E. W. Bentley & Co., of Louisville, Ky., filed suit recently against the Merchants' Stock & Grain Co., of St. Louis, to recover \$19,563.49, alleged to be due from defendant concern as the difference between the opening price and sale price on a quantity of cotton held by plaintiffs and ordered sold at the New York and New Orleans opening quotations. The alleged transaction occurred on January 13 and it is alleged by plaintiffs that the defendant concern had previously been guilty of sharp practices in connection with stock deals. It is alleged that defendant concern was to buy and sell stocks on order of plaintiffs. The petition recites that plaintiffs wired defendant concern to sell certain stocks at the opening quotations, which should have netted \$51,098.48. Instead it is alleged defendant concern waited until the market price dropped and sold the stocks at \$31,534.99. It is further alleged that plaintiffs were required to deposit bonds aggregating more than \$50,000 to cover margins. Plaintiffs seek an attachment against any property of defendant concern found in Louisville.

OUR EXPORTS OF FARM PRODUCTS FROM 1851 TO 1908.

The last half century has seen a great increase in the exports of farm products from the United States. From an average of 150 million dollars a year in the five-year period, 1851-1855, the agricultural exports rose to an average of 875 million dollars a year in 1901-1905, and in two subsequent individual years (1907 and 1908) surpassed a billion dollars.

Not only have such exports increased, but they have increased much faster than the population. In 1851-1855 the average value per capita of the agricultural exports of the United States was \$5.85, in 1901-1905 it was \$10.88, and since 1905 it has been still greater.

A report on the annual exports of farm products from the United States from 1851 to 1908, inclusive, is about to be published as Bulletin 75 of the Bureau of Statistics, U. S. Department of Agriculture. Averages are given by five-year periods, so that it is possible to perceive the general drift of the trade.

The chief agricultural products exported in the past half century have been (1) cotton, (2) grain and grain products, and (3) packing-house products.

In 1851-1855, cotton made nearly two-thirds of the value of all agricultural exports, but in 1901-1905 between one-third and one-half only, although

the average quantity exported increased from 1,026 million pounds in 1851-1855 to 3,577 million pounds in 1901-1905, while in 1907, the highest year, 4,518 million pounds were sent out. In the period 1861-1865 the quantity of cotton exports was only about 5 per cent of that for 1856-1860. Increases occurred afterward, however, until in 1876-1880 the average quantity exported was somewhat greater than in the period just prior to the Civil War. In quantity exported per capita, the five-year period 1856-1860 was highest; there were then exported 44.8 pounds of cotton per capita. The nearest approach to this was 44.5 pounds per capita in 1901-1905. Cotton-seed products, such as cotton-seed oil, oil cake, and oil-cake meal have assumed considerable importance in the export trade of the United States in recent years, that is, beginning about 1876. The value of cotton-seed products exported averaged during the past several years from 25 million to 30 million dollars a year, the highest being in 1907, about 34 million dollars.

Grain and its products come second in order of value. They increased from a yearly average of 25 million dollars in 1851-1855 to 194 million dollars in 1901-1905, and in 1908 were 215 million dollars. The chief items are wheat (including wheat flour), corn, and oats. Exports of these cereals during 1851-1855 were equivalent to about 20 million bushels of grain annually, and fifty years later to about 250 million bushels. The period of largest grain exports was 1896-1900, since which time there has been a decline. The per capita exports of wheat and flour were largest in 1881-1885, when they were equivalent to 2.6 bushels per capita; in 1901-1905 the average exports per capita were 2 bushels, and since 1905 have been less than 2 bushels. In corn the maximum limit was reached in 1896-1900, when an average of 2.4 bushels per capita was exported. Then came a downward tendency, the exports in the next five-year period being only 1.1 bushels per capita, and in succeeding years falling below 1 bushel. Compared with corn and wheat, exports of oats have been small, the largest average for any five-year period being 38 million bushels a year during 1896-1900, or something more than one-fifth the corresponding exports of corn or of wheat, including flour.

Exports of packing-house products, a third leading group, have increased much more rapidly in the last half century than cotton or cereals. The average value of packing-house products exported in 1851-1855 was 10 million dollars a year, and in 1901-1905 it was 183 million dollars, while in 1908 the value was 196 million dollars. The principal items of this group are pork, lard, beef, and oleo oil. As in the case of grain, the greatest exports of lard and pork were in the five-year period, 1896-1900. The exports of lard have increased nearly eight times as fast as the population of the United States. The average per capita in 1851-1855 was 1.2 pounds a year, while fifty years later, in 1901-1905, the average reached 8.6 pounds per capita. Another great increase occurred in per capita exports of pork. The average for 1866-1870 was 1.8 pounds per capita; in 1876-1880, 13.6 pounds per capita; and in 1901-1905, 8.4 pounds per capita.

The largest exports of beef and oleo oil (those in 1901-1905) amounted to 408 million pounds a year for beef and 146 million pounds for oleo oil. Since 1905 there has been a marked decline in exports of beef, the average for 1906-1908 being only 349 million pounds a year, or less than for any five-year period since 1886-1890. On the other hand the average exports of oleo oil during the three years ending with 1908 exceeded the average for 1901-1905 by nearly 60 million pounds.

Tobacco, which a century ago was among the most important of our exports, still holds a prominent place. Exports of unmanufactured tobacco have averaged since 1891-1895 more than 300 million pounds a year, with an average yearly valuation of about 30 million dollars. The per capita exports of this product declined from 5.3 pounds in 1851-1855 to 4.1 pounds in 1901-1905, while during 1906-1908 the average was less than 4 pounds.

Exports of fruits increased from \$71,000 in 1851 to \$20,000,000 in 1904, and subsequently they ranged from \$14,000.00 to \$17,000,000.

Exports of hops have been irregular. In 1851, 110,000 pounds were exported; in 1855, 4,023,000; in 1860, 273,000; in 1861, 8,836,000; in 1870, 16,356,000; in 1887, 261,000; and, beginning with 1888, amounts ranging from 7,000,000 to 23,000,000 pounds.

Exports of vegetables, which were considerably less than \$1,000,000 in the years prior to 1864, ranged from \$1,000,000 to \$2,400,000 in the years subsequent to 1895.

Captain James T. McIntyre, for thirty years a member of the Richmond Grain Exchange, Richmond, Va., passed away recently.

The Board of Trade of Montreal, Que., has applied to the Board of Railway Commissioners for a rate on grain shipments from Montreal to local points equal to the rate granted Georgian Bay elevators. It is maintained that the mileage from Bay points is below that from Montreal.

OBITUARY

John W. Johnson, a prominent grain dealer of Newhall, Iowa, died in a hospital at Cedar Rapids, Iowa, on January 29, after a lingering illness.

Frank P. Baumgardner, at one time engaged in the grain business at Mahomet, Ill., died recently in Champaign, Ill., after a long illness. He was born in Pennsylvania in 1856.

C. E. Cornell, an elevator man at Fairmont, Minn., died suddenly while weighing a load of grain. He was 52 years old and had been afflicted with heart trouble for some time.

C. W. Heironimus, a prominent grain dealer of Greenville, Ohio, was struck by an electric car in that city and instantly killed the night of February 5. He was on his way to inspect a grain elevator he contemplated purchasing.

Louis Reitan, who was for several years a grain buyer in the Cargill and Duluth elevators at Hancock, and Danvers, Minn., died recently in Hancock. The remains were taken to decedent's old home in Perley, Minn., for burial.

Levi S. Baker, aged 83 years, for sixty-three years a resident of Chicago and for many years engaged in the grain business, died at his home in that city recently. He was born in Vermont. He is survived by three sons and one daughter.

Edward Payson Gallup, who years ago was engaged in the grain and scale business in Indianapolis, Ind., with his brother, died recently in Lebanon, N. H. For the last fifteen years he had been living in the east and it is believed he left a fortune of about \$1,000,000.

N. B. Lien, in charge of the Atlantic Elevator at Glenwood, Minn., died recently at that place after but a few days' illness with pneumonia, aged 44 years. He was born in Norway and came to this country at the age of seventeen. He is survived by a widow and three children.

James M. Wanzer, member of the Chicago Board of Trade for thirty-seven years and a former alderman, died recently in that city. He was born at Fairfield, Conn., in 1829, and came to Chicago forty-five years ago. For many years he had been director in the Relief and Aid Society of Chicago and until that organization was merged into the United Charities of Chicago.

William P. Dickinson, a veteran member of the Chicago Board of Trade, died suddenly of heart trouble at his home in that city on January 30, aged 89 years. He had been a resident of Chicago since 1860. Twenty years ago he retired from business. He was born in Hadley, Mass., on October 17, 1820, and was married in 1848. He is survived by his widow, three sons and one daughter.

George William Crampton, veteran grain dealer, died recently in a private hospital in Boston, Mass., from a general breakdown and hardening of the arteries. He was born in Highgate, Vt., July 27, 1831, and in early life went to Massachusetts, residing for a time at Acton and later in Boston. He became a member of the firm of Homer, Crampton & Hammond, dealers in grain and hay. About twenty years ago he removed to St. Albans, Mass., and had large farming interests in that vicinity. He is survived by a widow and four children.

Adam Smyrl, of the Adam Smyrl & Co., flour, grain and feed merchants of Cincinnati, Ohio, died at his home in Bellevue, Ky., on February 2. He had been in poor health for some time, but had been on the floor of the Cincinnati Chamber of Commerce up to a week previous to his death. He was 66 years old and had been a member of the 'change 28 years. He was born in the County Tyrone, Ireland, came to America in 1873 and had resided in Bellevue for 36 years. He was a charter member of the Elks and Knights of Pythias, and an elder in the Presbyterian church of Dayton, Ky. He was also a councilman and president of the Bellevue School Board. He is survived by a widow and three brothers.

Leroy F. Adams, president of the Springfield Flour & Grain Co., of Springfield, Mass., and long a prominent resident and business man of Brattleboro, Vt., died on February 4, after an illness of ten days, of pneumonia, aged 63 years. He was born in Marlboro, Vt., in 1846. In 1870 he went to Brattleboro, Vt., and entered the employ of Edward Crosby, as clerk in a flour and grain business. In 1872 he married Ella H. Crosby, daughter of his employer. For a time he was connected with the Vermont Livestock Co., but returned to the flour and grain business. In 1907 he established the Springfield Flour & Grain Co., a \$100,000 corporation. He was a member of the Brattleboro Board of Education, a prominent Mason, incorporator and trustee of the Brattleboro Savings Bank and member of the Springfield Board of Trade. He is survived by his widow, who was his second wife, and six children.

FIELD SEEDS

The Iowa Agricultural College will test samples of seed corn free. Mail samples to the Farm Crops Department, Ames, Ia.

Minneapolis has seven considerable firms who handle garden seeds, for which they find a market in all parts of the United States.

The Hagerman Valley, Idaho, did well with alfalfa seed last season and Hagerman alone expected to ship from eight to ten carloads.

Funk Bros. Seed Co.'s new catalogue (1910) is now ready and will be mailed to applicants from Bloomington. Specialties listed: corn, oats, red clover, alfalfa, timothy and rape.

W. F. Proctor, Texas agent of the Agricultural Department, lectured to the farmers at Huntsville on January 14 on seed corn selection. He warned his hearers against planting too much cotton and advised more corn.

The Schisler Seed Co. has been incorporated at St. Louis by C. Wm. Koenig, Arthur W. and Jacob Schisler, Edward N. Kaercher and Wm. C. Essmüller. To deal in plants, shrubs, etc. Capital stock authorized, \$20,000.

Beginning with January 20, 1910, the price of seed bags on the Toledo Produce Exchange will be 23c for Starks and for like quality, and 20c for American and like quality. The value of damaged bags will be fixed by the seed inspector.

The location committee is now at work to find a site for the New England Corn Show of 1910. The money for prizes is expected to come out of the implement makers; but the promotion and publicity expenses the committee expect the location to provide.

Guaranteed Seed Corn Producers of Plano, Ill., has been incorporated, with a capital stock of \$15,000, to raise and deal in seed corn and other grains and to publish books and pamphlets relating thereto. J. R. Steward, G. S. Steward and M. J. Isaacs are the incorporators.

The North Dakota Corn Growers' Association was organized at Fargo on January 20. The following officers were elected: President, A. P. Herts-gard, Kindred; vice-president, L. S. Thorp, Mayville; secretary-treasurer, Prof. G. W. Bandlett. There are about 200 members.

The Pennsylvania State Corn Show was held at the University of Pennsylvania, Philadelphia, on February 2-4, and liberal cash prizes and valuable cups were awarded to corn grown by Pennsylvania farmers, with a special class to include corn grown in Southeastern Pennsylvania.

The North Dakota pure seed law requires that all seeds distributed in the state shall be properly labeled with the name of the person or firm responsible for the sale of seeds and also with the proper common name of the seeds sold. Unclean seed should be labeled "Uncleaned Seed."

Walter E. Davis, in charge of the farm demonstration work by the Agricultural Department in Johnson County, Texas, has agreed to aid all farmers of the county in getting the best corn and cotton seed if they would notify him and pay the cost. He attributes half of the bad yields in crops to bad seed and poor cultivation.

A Corn Improvers' Association has been organized at Fayetteville, Ark., with the following officers: Martin Nelson, Fayetteville, president; Hon. W. P. Fletcher, Lonoke, first vice-president; W. D. Waldrop, Wilmot, second vice-president; Dr. J. T. Rooker, Cabot, third vice-president; John Voss, Almira, fourth vice-president; C. V. Ruzek, Fayetteville, secretary and treasurer.

The Pure Seed Laboratory of North Dakota Agricultural College, N. D., will test free of charge any seed that any citizen of the state may submit. Two sorts of tests are made—seed analysis, in which the sample is carefully examined for the presence of all sorts of weed seeds and disease features; and a germination test, so conducted as to show what per cent of the seeds will grow.

John W. Thompson, Commissioner of Agriculture of Tennessee, has asked the farmers of that state to co-operate with him in enforcing the provisions of the pure seed law by refusing to buy seeds shipped into the state unless they have the labels on them which conform to the requirements of the law. He says that all of the unlabeled seeds found at any storehouse or other place by the officials will be promptly seized and inspected, and if found to be mislabeled, the matter will be taken up by the Department.

N. Brotherton of Hamilton County, Tenn., recently obtained judgment against C. L. Beard & Co. for \$2.25. Some time last spring Mr. Brotherton purchased what he supposed was a hushel and a half of cane seed from the defendant company, which he planted and cultivated as cane; but when harvest time came he had only a field of broom corn. He sued Beard & Co. not only for the price of the seed, but also for the trouble of tilling the

soil and failure to get molasses from broom corn stalks. The jury believed, however, that the actual price paid for the seed was sufficient and the verdict was for \$2.25.

On January 23 Judge McHenry of the District Court at Des Moines ordered the case brought against the Iowa Seed Co. by A. A. Geil to be dismissed. Geil charged he had been injured to the extent of \$1,175 by the failure of the seed company to give him the kind of seed he ordered. He purchased one kind of clover seed, he claimed, and the company gave him another. He alleged that by reason of the mistake he lost the value of the entire crop, the use of ten acres of land and his time in plowing and tilling the field.

The annual seed grain fair of Lloydminster and District Agricultural Society of Saskatchewan was held at Lloydminster, Alta., and brought out some splendid specimens of grain. The competition in wheat and oats was exceedingly keen, with little difference between the prize winners' exhibits. The judges commended the wheat as the best they had seen this year and stated that they had never before judged oats of such weight. The prizes on wheat went to grain weighing 65½ pounds to the bushel and on oats to seed weighing 48½ pounds to the hushel. Fifteen samples of oats shown weighed from 43½ pounds to 48½ pounds.

Corn experiments for the past six seasons in Alabama show that the following four varieties making the largest yields in each of the past six years: 1904, Sanders, Mosby, Cocke, Henry Grady; 1905, Henry Grady, Sanders, Mosby, Marlboro; 1906, Sanders, Marlboro, Mosby, Henry Grady; 1907, Marlboro, Experiment Station Yellow, Mosby, Sanders; 1908, Stone, Sanders, Mosby Experiment Station, Yellow; 1909, Sanders, Cocke, Bradbury, Stone. In the list of leaders Sanders has a place six times; Mosby five times; Marlboro three times, and Henry Grady three times. All of these except Henry Grady are two-ear varieties. The Experiment Station cannot furnish seed.

A FREAK EAR OF CORN.

Jacob Branton of Blair, Neb., exhibited at Washington County Short Course an otherwise perfect ear of corn that had an uneven number of rows of kernels. The corn was of the yellow dent variety, is well developed and perfect. Not a single kernel was missing from any of the rows, every one of which was straight and even from the butt to the tip of the ear, at the time the ear was brought to town by Mr. Branton, but in handling it and counting the rows two kernels were knocked out.

ILLINOIS CORN GROWERS' ASSOCIATION.

The annual meeting of the Illinois Corn Growers' Association was held at Champaign on January 25, when the following officers were elected:

President—Charles A. Rowe, Jacksonville.
Vice-presidents—William Webb, Leckport; W. G. Griffith, McNabb; A. H. Hill, Casner; G. Leopold, Mount Carmel; James T. Wilson, Winchester, and F. L. Mann, Gilman.

Treasurer—H. A. Winter, Wenona.
Secretary—Leigh F. Maxey, Curran.
State vice-president of National Corn Growers' Association—Will H. Young, Athens.

NATIONAL CORN SHOW.

Owing to the bad weather at the date of the Corn Show of 1909 at Omaha, it became necessary to call on the guarantors to make up a deficit; and it is not likely that Omaha will again undertake to finance the show. Columbus, Ohio, has, therefore, made application for the privilege of housing the Show. The Ohio Corn Improvement Association, at the meeting on January 10, adopted a resolution reciting the advantages incident to the holding of the Corn Show, and pledged the support of the Ohio growers, which agreed to hold the Ohio Corn Show at the same time and place. The national organization demands a bonus of \$30,000, to insure it against loss should the attendance fail to bring enough to cover all expense. The Chamber of Commerce has refused to give this bonus, but the promoters for the exhibit are centering their efforts on the Agricultural Department of the state and surrounding states in order to get the Show in Ohio.

COLORADO GRAIN AND SEED GROWERS.

The annual meeting of the Colorado Grain and Seed Growers' Association was held in Denver on January 12. The program included addresses by Prof. W. L. Carlyle, on "Seed Development in Colorado;" by Prof. E. L. Shaw of Washington on "An Eastern View of Western Farmers," and by other Colorado farmers and seed specialists.

It was decided to work out a plan by which it is proposed to divide the state into seven districts to be presided over by a vice-president selected by the executive board, and to put the Association in touch with all farmers and horticulturists in the state, in order to exchange suggestions regarding perfection of seed.

The seal of the secretary of the organization set upon seeds examined by him, it was ordered, would serve as an indication of their worth.

All the old officers of the association were unanimously re-elected.

OHIO SEED LEGISLATION.

A bill is now before the Ohio legislature, which, if it becomes law, would put a penalty on the marketing of seeds containing impurities or foreign matter. The bill is a recrudescence, a similar bill having been killed at a former session. The objection to the bill is stated by E. W. V. Kuehn, of the Crumhaugh-Kuehn Company, Toledo, who said: "It is impossible to produce pure seed. Where does the dandelion in the lawn come from? The owner does not plant them, still it grows. Seeds are carried on the feet of men and animals, and are transferred by the wind and by the birds are carried from one place to another in countless ways. Any law making it a misdemeanor and punishable by a fine to market field seed or grains containing from 5 to 10 per cent of foreign matter would strike the farmer hardest. Even under the most favorable circumstances the grower seldom markets seed up to requirements. It would also hurt Toledo as a seed market, for if such a law should become effective farmers and dealers would market their seeds in Michigan or Indiana. If there is to be a pure seed law, let it be National and not confined to certain states."

Toledo dealers urge that the local inspection and the reputation of dealers are effective safeguards against the marketing of seed that is not as represented. Any time the buyer is willing to pay the price, prime clover seed can be bought in the Toledo market. It is likely that if the proposed legislation appears likely to pass, a delegation of Toledo seed men will again present their case before the legislature.

INJURED SEED CORN.

During the past months we have been receiving reports from our agents, traveling men, and dealers concerning the conditions of corn this fall, says the International Harvester Co. in a communication to the Country Gentleman. "From these reports it appears that unfavorable weather has greatly impaired the prospects for securing the right kind of seed corn for planting next spring.

"We are informed that in many districts, while the corn was still in the field, late and protracted wind and rain storms were prevalent over the corn belt, injuring the ears more or less. Now it is believed that such unfavorable conditions would greatly lessen the germinating power of the kernel if used as seed corn; in fact, as many of the farmers pick their seed corn from the best ears on the stalks standing in the field, it looks as though many of them might either be entirely without seed corn, or be obliged to use a very inferior kind. From all gathered, if this should prove to be the case, care should be taken to keep from jeopardizing the prospects for a bumper crop in 1910.

"These facts have been so reiterated to us, and the evil effects of the late rainstorms seem to be so widespread that we draw your attention to the matter with an idea that through your paper you can go more deeply into the subject, bringing it to the attention, not only of your readers for their discussion, but also to the experiment stations and agricultural colleges, in order that some steps may be taken to warn the farmers against planting corn with diminished germinating power, and possibly put in their way opportunities for providing themselves with proper seed for next year."

STATION SEED CORN AT KANSAS.

As in Texas (see article in this department on "Seed Corn Tests in Texas"), so in Kansas there comes this fall complaint of the results obtained from the seed corn sent out by the experiment station. C. A. McIntosh of Linn, Kan., started the newspaper discussion by a letter to the Manhattan Station, in which he says:

"I bought five bushels of Boone County White which has not turned out well. We have had a short crop in this section this year, but under the same conditions this Boone County White has made a far poorer yield than scrub varieties that were grown in the same field. The fault of the corn seems to be that it is chaffy and light, while the ears of the scrub variety are heavy and solid grained. The neighbors are offering all kinds of criticism. It seems as if I am not the only one whose resultant corn crop has been taken as an example."

If Mr. McIntosh is a good farmer and his statements are accurate, for "good seed corn is not the most important factor in making a corn crop," the "situation" is interesting. Unfortunately, Mr. Ten Eyck's reply shifts the defense to the results of plantings of Station seed wheat which would seem to be entirely satisfactory to good agriculturists. However, Prof. Ten Eyck says: "The Boone County White corn has given excellent results in your section of the state and I can refer you to parties who

will tell entirely different stories. I refer especially to two men east of you, S. G. Trent of Hiawatha and J. M. Gilman of Leavenworth. I would suggest that you select some of the better ears from the field in question and try the corn another season. I take it that your failure to secure a good crop of corn has been largely accidental, due to the unfavorable season and perhaps the unfavorable soil conditions."

THE "MET" COW PEA.

This tropical plant has been acclimated to the short season of hot weather in Missouri, and because of rapid growth it covers the soil, overshadowing and outgrowing such useless plants as pursley, amaranth, ragweed, mallow, vervain, iron weeds and jimson or stramonium. The cow pea is becoming a source of profit, as well as preparing the land for the crops which follow. The peas, like all leguminous plants, enjoy a slight shade, and therefore are usually planted among corn, and pastured or else gathered for ensilage, says Chas. E. Pruntz, seedsman, St. Louis. Corn is planted in drill rows every 10 inches, rows being placed 5 feet apart; peas are covered when corn is being laid by. The cow pea grows rapidly, and covers the soil like a mat, which causes the land to retain moisture during the heat of summer. These "met" cow peas may be pastured, or they may be allowed to grow until the weather becomes frosty, when the leaves are shed. At this season of the year the air is too chilly and damp to permit of making hay. The peas having ceased to grow, the vines are dragged out by the roots and transferred to a pen in the barn and mixed with well-cured hay or fodder corn, layer after layer, and stacked up as high as convenient. The mass is then covered with boards and weighed so as to exclude air. Fermentation soon commences. The silage is used in January, February and March. It is relished by stock.

These "met" cow peas are in some parts of Missouri sown on stubblefields after small grain has been harvested. The pea crop often is more valuable than that of the wheat which it follows.

Let the planter not get so gay as to put these southern beans into the soil until it is warm. August first is not too late.

THE FREE-SEED EXTRAVAGANCE.

The seeds sent out by the Government are bought in the market every year from the commercial seed dealers of the country with money appropriated for the Agricultural Department, which could use this same money to the much greater advantage of the general public in other ways. These seeds for the most part are neither new nor rare. The vast bulk of them are precisely the same kind that are advertised in every seedsman's catalogue, and are sold in many instances for a sum smaller than it must cost the Government to buy and distribute them "free," says the Indianapolis News. Frequently these Government seed packages sent out by the congressmen bear the name of the seedsman from whom the Government bought them. There is an impression, too, among gardeners that the Government does not always get the best quality of these seeds; and some of them assert that they have sometimes found "free" seeds to have a low percentage of germination and not to be true to type—the two most lamentable defects in seed from a gardener's point of view.

It is not to be denied that in some rather rare instances new kinds of seed that cannot be obtained from seedsmen are sent out, but most people who want the seeds at all do not want such kinds, because they require special and peculiar culture, and are only of real value to seed specialists or amateurs who do not garden on a commercial basis. It is not until such seeds become well established that there is any general demand for them, and by that time all seedsmen have them for sale.

The truth of the matter is that we are frittering away thousands and thousands of dollars every year both in the purchase of "free" seeds and their distribution. Agriculture and horticulture are in no way advanced by the practice, nor, in the light of present day knowledge, can one believe that this is designed. If there is any gain from them, which is doubtful, it is the gain of the individual congressman, and as one looks over the records of the members of Congress, it is pretty hard to feel that in all cases any such advantage is really a gain.

TEXAS CORN GROWERS' ASSOCIATION.

The Texas Corn Growers' Association's annual meeting and show were held at Dallas in January. The display of corn is said to have been the best ever seen in Texas, and in view of the dry season of 1909 it was called a remarkable one. There were about 200 entries in all.

The proceedings of the Association, however, were marked by the influence of state politics, growing out of an old difference between some of the Association officials and the directors of the State Experiment Station. The question at issue was a recent bulletin of the station (noticed in this department in another paragraph) in which a position is taken minimizing the effect of plant breeding

as applied to corn. About all the officers and the leading spirits of the Association are seed corn breeders and very naturally are staunch believers in high-bred corn. Prof. Welborn, vice-director of the Experiment Station and author of the objectionable bulletin, does not attach much value to pure bred corn, and claims to get as good yield from ordinary grades.

After reading the report of a special committee on the work of the Stations in grain growing, it developed that Director Harrington had not received the request of the committee for information about the work of the Stations, the correspondence having been between the committee and Prof. Welborn, who challenged the accuracy of the report and unsuccessfully demanded the reading of the bulletin and his letters. Director Harrington briefly reviewed the work of the Stations, much of which was unknown to the committee, but after an unsuccessful attempt had been made to amend the report, a vote was forced and the report was adopted by a vote of five to two.

The following officers were elected: President, A. M. Ferguson of Sherman; vice-president, J. W. Hornbeak of Corsicana; secretary-treasurer, J. D. Randolph of Austin; assistant secretary, John Gorman of Waco; superintendent of shows, D. A. Saunders of Waco. Executive committee—Thomas A. McGalliard of Garza, John H. Garrett of Forney, John Gorham of Waco, J. D. Lovelace of Spegleville and H. E. Singleton of Lockhart. President Ferguson and Secretary McGinnis are ex-officio members of the executive committee.

SEED CORN TEST IN TEXAS

W. C. Welborn, vice director and agriculturist of the Texas Experiment Station, reports the results of tests in 1908 of a large number of varieties of corn competing for prizes at the Dallas State Fair, in comparison with a selection of corn made by Prof. R. L. Bennett, of that station, after some years' test by the ear-row method, and a sample of corn of unknown breeding, selected out of the crib at planting time. The crib-selected seed and Bennett's selection were planted on all the 16 plots. There was only a small amount of seed of the other varieties, and two kinds were planted in each quarter acre, along with the Bennett and crib corn. To do away as much as possible with irregularities in the soil, the different kinds alternated with each other in the rows. The test records show that generally the crib-selected corn or the corn selected by Professor Bennett led in yield. These two varied greatly when compared with each other. Taking the average of each of all of the sixteen plots there was not difference enough to warrant the conclusion that one of these two kinds of seed was better than the other. Of the 32 kinds of corn exhibited at the Dallas Fair by members of the Texas Corn Growers' Association only one showed material increase over both of the home-grown kinds. This increase was 2.93 bushels over the crib-selected seed in the same plot. One other kind produced 0.20 bushels more than the Bennett corn, standing next highest. These various samples of exhibition corn, it is understood, were all grown by Texas farmers, and most, if not all, are supposed to represent some years of seed breeding or careful selection. The stands of all the kinds were poor, necessitating much replanting, and the home grown seed seemed to suffer less than the other kinds in this particular. The replants all did poorly, and this fact doubtless accounts for part of the low yields recorded.

The conflicting and disappointing results of most of the kinds of corn supposed to be most highly improved would seem to justify the caution not to buy seed at a distance, whatever the claims may be as to purity and improvement in yielding power. So far as results of 1908 indicate, the improvement affected was local, fanciful, or failed to be transmitted in the crops grown here.

A hot journal in the machinery started a fire that destroyed the elevator in Cygnet, Ohio, owned by Sneath & Cunningham of Tiffin, Ohio, February 9. Loss \$10,000, covered by insurance.

Even though last year the total yield of wheat in the United States was next to the largest in the history of American agriculture, the crop of 1901 only having exceeded it, nevertheless, it has been exceeded by Russia, which last year produced the remarkably large harvest of 783,000,000 bushels or 46,980,000,000 pounds, which constitutes the largest crop ever harvested by any country and 26,000,000 bushels greater than that of the United States.

The Washington Board of Control has fixed the price of prison-made bags at 6c or 5.9c when farmers order in car lots. The assignments by counties are: Garfield, 82,205; Columbia, 91,645; Walla Walla, 179,035; Whitman, 365,395; Spokane, 59,365; Lincoln, 249,685; Adams, 95,905; Douglas, 79,165; Franklin, 28,915; Benton, 38,055; Klickitat, 37,295; Yakima, 18,265; Asotin, 13,695; all other counties, 161,375. Applications must be made before April 1 to the superintendent at the penitentiary and sacks not sold by that date will be sold to the oyster men.

PERSONAL

Paul Carlson is the new agent in charge of the Heising Elevator at Willow City, N. D.

Mr. Welch of Lignite, N. D., is the new agent for the Ireby Elevator at Eckman, N. D.

John Ross has resigned as manager of the Easton Farmers' Grain Co., Easton, Mason County, Ill.

J. T. O'Brien has resigned as grain buyer at Esterhazy, Man., and has returned to Hamilton, N. D.

R. Goar succeeds J. C. Powers as agent for the St. Anthony & Dakota Elevator Co., at Hallock, Minn.

It is understood that W. A. Swoffer will succeed Mr. McDonald in the elevator at Walnut Grove, Minn.

J. E. Kriebs has succeeded Louis Leonard as buyer for the Great Western Elevator at Belview, Minn.

Matt Wehner has been appointed manager of the Farmers' Elevator at Gladstone, N. D., to succeed J. P. Jungers.

Svend Littlethun has been appointed manager of the Cuba Farmers' Co-operative store, Cuba, Barnes County, Minn.

Alfred Staley is buyer at the new elevator on the site of the old McLean County Farmers' Elevator at Garrison, N. D.

Calmer Thorstenson of Battle Lake, Minn., is the new buyer for the Powers Elevator Co., at Bowesmont, N. D.

Thomas Shepland of Lexington, Ill., has been appointed manager of the Spires Elevator at Spires, Woodford County, Ill.

E. M. Follett has succeeded the late C. W. Cornell as grain buyer for the Fairmont Farmers' Elevator at Fairmont, Minn.

L. Shepard has tendered his resignation as manager of the Farmers' Elevator Co., at Enderlin, N. D. He will retire April 1.

Jay Fosdick, who has been in charge of the Neola Elevator at Fonda, Iowa, has accepted a similar position in Pomeroy, Iowa.

John O'Brien has been succeeded as buyer for the Cargill Elevator at Newburg, Bottineau County, N. D., by R. P. Syverson of Rock Lake.

Emerson Wettlaufer has resigned as manager of the Farmers' Elevator at Larrabee, Iowa, and has been succeeded by W. H. Graham of Illinois.

F. R. Gabert, wheat buyer for the Atlas Elevator at Ferney, S. D., has accepted a position with the Ferney Farmers' Elevator at Stratford, S. D.

M. C. Madden of Sumter, Minn., has been appointed to succeed E. H. Groshong as buyer for the Farmers' Co-operative Elevator at Silverlake, Minn.

E. P. Ellingson, who has been manager for the Milwaukee Elevator Co., at Bombay, Minn., for some years, has accepted a similar position at Rolette, N. D.

George I. Johnson has succeeded B. J. Burkett as manager of the Farmers' Elevator at Lindsey, Ohio. The latter will engage in the hardware business.

J. W. Hannahs, who has been connected with the Jackson Grain Co., of Cedar Rapids, Iowa, will take charge of an elevator for the Neola Grain Co., at Collins, Iowa.

Richard Teslow has resigned as agent for the Winter & Ames Elevator Co., at Mohall, N. D., and in the spring will visit Norway and other European countries.

D. L. Ray of Grimes, Iowa, has taken charge of the Farmers' Elevator at Stanhope, Iowa, and F. F. Truesdell has assumed the management of the Western Elevator at Stanhope.

J. H. McQuigan, who had charge of the Amenita Elevator at Langdon, N. D., has assumed charge of the private elevator of Mr. Chaffee at Chaffee, N. D. He is succeeded at Langdon by Henry Albrecht.

E. A. Witter, who was manager of the Kansas City, Mo., office of Hunter Bros. Milling Co., St. Louis, which failed recently, has become associated with the Kemper Mill & Elevator Co., of Kansas City as manager of its feed department.

H. A. Diprose of Rochester, N. Y., a member of a large firm of seed dealers in Geneva, N. Y., was held up and robbed by a negro after leaving a meeting of the Yonkers Horticultural Society in Yonkers recently. She extracted \$98 from his wallet and fled before he could give the alarm. The negro threw her arms about his neck and dragged him along the sidewalk for some distance after she had asked him the time.

Two men died of their injuries and a score of others were hurt following an explosion and fire in the big plant of the Buffalo Cereal Co., Buffalo, N. Y., recently. The elevator, an eight story building, is a total loss. The total loss was about \$200,000.

TRANSPORTATION

The Texas Railroad Commission on February 8 considered a petition from the railroads for an increase in the prescribed minimum carload weights for grain and grain products to the following: Oats, 32,000 pounds; other grain, 40,000; grain products, 30,000; subject in all cases to marked capacity of car.

An application by Sioux City for a proportional Western roads. It is suggested by Darius Miller of rate on grain to the South has been refused by the C. B. & Q. that as the business and grain men of that city are unable to agree upon the proposition, they ought to make up a case and submit it to the Commerce Commission for adjustment.

The Supreme Court of Minnesota has sustained the validity of the state demurrage law in the appeal of the C. R. I. & P. Ry. Co. vs. Hardwick Farmers' Elevator Co. The law aims to enforce prompt service of cars for the transportation of freight within forty-eight hours at a terminal and seventy-two hours at intermediate points after the request is received. In case of failure the law awards a penalty of \$1 a day and attorney's fees. These provisions of the law were upheld.

The Commerce Commission on January 26 promulgated an order warning the carriers that hereafter they would be prosecuted criminally for any instance of false entry of a date on bills of lading. It was brought to the attention of the Commission that in many instances the carriers, at the request of shippers, have issued bills of lading under dates other than the dates of the actual receipt of the property for transportation, the consignors thereby being enabled to perpetrate frauds upon consignees.

On February 1 the Eastern Trunk lines put into effect proportional rates of 16c. per 100 lbs. on domestic and 13c. for export grain shipped through Chicago. This is expected to do away with the difference in rates that has existed between grain originating in Illinois and Iowa. Rates on oats and barley from St. Paul and Minneapolis, Minnesota transfer, Duluth and other Lake Superior ports through to New York will be 22½c. domestic and 20½c. export. The proportional rates east of Chicago on this billing will be 15c. domestic and 13c. export, with transit privileges at Chicago stop-over points.

The Missouri Pacific canceled the through proportional rate on grain billed at Omaha, rehandled at Atchison, and then forwarded to the East and South, but later agreed to withdraw it. Under the new schedule, which will be in force until March 19, Atchison grain men will not be entitled to the through proportional rate it rehandled in Atchison when received from the North for shipment to points east and west, but will have to pay the local rate from Omaha to Atchison, and the local rate from Atchison to eastern and southern points, these two local rates, amounting to more than the through proportional rate.

The Commerce Commission has expressed the opinion that the rates on grain and grain products from producing points in Oregon, Washington and Idaho to Astoria, Ore., "are unreasonably high because of the addition of 10 cents per 100 pounds as a part of the through rate for the haul from Portland to Astoria. We are further of the opinion that defendants should be required to establish rates on through shipments of grain and grain products from said points of origin in the states of Idaho and Washington to Astoria, Ore., not more than 4½ cents per 100 pounds higher than the rates contemporaneously in force from the same points to Portland."

Along the Mississippi River and valley the railroads cut rates to shut out river competition and then raise their rates to the original level or higher as soon as the boats are taken off, according to J. C. Lincoln, president of the Industrial Traffic League, who testified before the House Committee on Interstate Commerce. "I think the roads would be very much embarrassed if brought into court," he added. "Shippers at other points along their lines would be likely to make them trouble if they could show that at certain places the roads were putting the rates far below cost to stamp out competition and at noncompetitive places were trying to recoup by overcharging shippers."

An interesting demurrage case was recently heard in Brooklyn by Judge Putnam, appointed by Gov. Hughes to succeed Judge Gaynor, now mayor of New York. The suit was over the right of a railroad to charge demurrage on freight cars after forty-eight hours' delay, from whatever cause, and the railroad company lost. Counsel for the railroad announced that they would carry the case to the United States Supreme Court, if necessary. The plaintiff was George Carrizzo of Sixth street, Brooklyn, a dealer in paper stock. He claimed that a shipment of eleven carloads of waste paper, consigned to the Paper Board Company of Bogota, N. J., by way of the New York, Susquehanna & Western Railroad, in November, 1908, was not delivered because he refused to pay a charge of \$1 a day for the use of

each car. He alleged that the cars are still held with their contents, by the railroad, and he demanded \$627.27, which the jury gave him.

The "elevation allowance" case (Peavey Grain Co. vs. Interstate Commerce Commission) was argued before the Federal Court of Appeals at St. Louis on January 24. The Peavey Company seeks to restrain the Commerce Commission from abolishing the allowance of 1¼ cents a hundred pounds paid by the railroads to the company for handling grain at its elevators. The case was instituted in the United States Circuit Court at Kansas City, but was set for a hearing before Judges Sanborn, Hook and Adams of the Appellate Court in order to expedite a decision in the case. The Commission was represented by B. J. Farrell of Washington, and the Peavey Company and several railroad companies by Frank Hagerman of Kansas City, John Barton Payne of Chicago, M. B. Koon of Indianapolis and N. H. Loomis of Omaha.

The Larowe Milling Co. of Janesville, Wis., has been awarded reparation damages against the C. & N.-W. Ry. Co. et al., for misrouting of a shipment. While under conference ruling it was found that the milling company should be paid reparation, the Commission made the following additional point: "The Commission intervenes in misrouting cases only when, as the result of the failure to obey the shipper's routing instructions, or as a result, without such instructions, of moving a shipment over a route carrying a higher rate than the rate in effect over another route reasonably available, additional transportation charges accrue. In these cases no such damage followed the routing of the shipments directly to Chicago, for the reason that under the rule referred to the lower combination of rates over the other route was applicable."

The Manley Grain Co. of Manley, Iowa, has filed a complaint with the State Railroad Commission charging the Iowa Central Railroad Co. with refusing to accept, for switching purposes, Rock Island cars which the Manley Company wants to use for transporting grain. The complaint states that the Central refuses to furnish cars, but is using them for transporting ice; and while the Rock Island Company has empty cars, the Central has refused to switch them, even after the Manley Company has loaded them. The complaint also charges that the Great Western road crosses at that point and that that company also refused to accept Iowa Central cars for distribution to points not reached by the Iowa Central. This refusal of the various companies is held responsible for large losses of orders and money by the complainants.

The engineers' report on the Hudson Bay Railroad has been submitted to the Canadian Parliament. The Nelson route is preferred. To connect Port Nelson with The Pas would necessitate building but 410 miles of road (against 477 to Fort Churchill) through a better country than that to Churchill, more adaptable to settlement, and offering better grades. The total cost of a line with 80-pound rails, and real estate improvements including two 4,000,000-bushel elevators, and harbor improvements exclusive of lighthouses and buoying, is estimated at \$19,108,672 to Fort Churchill; and \$16,426,340 to Nelson, a difference of \$2,682,332 in favor of the Nelson route. Nelson Harbor is described as more commodious and more easily approached than Fort Churchill, and could be more economically equipped, the cost of developing facilities at Fort Churchill being estimated at \$6,750,000, and for Nelson the estimate is a little over \$5,000,000.

OBJECTS TO THE DEMURRAGE CODE.

The Chicago Board of Trade has filed objections to several provisions of the new Uniform Demurrage Code, which the manufacturers and other shippers have agreed to accept, and which has been adopted by the National Association of Railroad Commissioners. The Board's traffic department objects to Code Rule 2, providing that "twenty-four hours (one day) free time will be allowed when cars are held for reconsignment or switching orders." Heretofore two days have been allowed. The effect of this rule would be very detrimental to the grain trade because grain must often be held after arrival until the following day, depending on the character of the grain or of the market, "forty-eight hours for disposition of the grain after inspection is absolutely essential to protect the interest of the owner, and the disposition of the grain within twenty-four hours after inspection would entail great loss," said the Board of Trade's Brief filed during the discussion of this very point by the National Association. "It frequently happens that by reason of weather conditions or from other causes large quantities of grain in the same section is of low grade and not in marketable condition, or in condition that will bear long transportation, and such grain must seek the nearest market at the earliest opportunity, to be disposed of and treated in order to preserve its value. To force such grain to be disposed of immediately, or upon a slow market the same day of its inspection, would often deprive the owner of the benefit of competition.

"A reasonable time must be allowed for the disposition of this grain, and, in view of the circum-

stances and conditions surrounding the marketing of grain in a great terminal market like Chicago, we are convinced that any shorter period than forty-eight hours to furnish such disposition would entail a hardship on the producers of grain, unwarranted in law and equity."

There is also opposition to the reduction to one day of free time for cars held in transit. As to cars held for inspection or grading, it is admitted that this is primarily a question between the carriers and the state. The Board of Trade interests hold that as inspection is mandatory, under the laws, "any regulation imposed by the railways looking to the limitation of the necessary time for inspection must, therefore, of necessity be a matter between the state officials and the carriers, in which the owners of the grain have no voice, as the grain cannot be offered for sale or disposed of until it has been given a charter and certificate furnished by the state."

RATES CHICAGO TO THE SOUTHEAST.

The Chicago Board of Trade's Traffic Commissioner Hopkins on January 28 presented to Commerce Commissioner Harlan a complaint against rates to the southeast, which now keep Chicago shippers out of that market. The Chicago interests ask that this city be put on a parity with other gateways to the southeast with respect to grain coming from a large extent of territory in the West. At present the Chicago market is at a disadvantage of 2 cents per 100 pounds on all grain from the West destined to points south of the Ohio River. For nearly two years the Chicago grain interests have been endeavoring to induce the lines south of the Ohio River to lower the proportions of the through rates, so as to equalize the conditions through Chicago but without effect, the carriers claiming that a readjustment of the rates would not increase their tonnage, but would simply rearrange the amounts of grain passing through the various gateways. Mr. Hopkins told the Commission that the reasons advanced were not sufficient to warrant that body in permitting the railroads to keep in force a discrimination that makes it utterly impossible for Chicago to draw grain from a territory common to it and the other gateways, and to market it in common territory, consisting of the states of Alabama, Georgia, Florida, one-half of South Carolina and a portion of Tennessee. The discrimination is emphasized by the fact that grain from the West can be hauled through Elwood, which is only fifty miles from Chicago, to Birmingham at a lower rate than it can be hauled through Chicago.

Among the witnesses who appeared before the Commission to sustain the attention of the grain interests was George A. Hogge of the Rosenbaum Grain Co., who told the Commission that in 1907 a total of 59,000 carloads of grain were marketed in the southeast and of this amount the Chicago market sold 3,411 cars, or 5 per cent of the total business. He also stated that practically no Nebraska oats ever find their way into the Chicago market, Nebraska producing approximately 13,000 carloads a year. Nebraska oats are not available, therefore, to the Chicago market, for sale in the New England markets.

Other witnesses were J. V. Magee of Cairo, Ill., Alfred Brandeis of Louisville, Ky., and D. M. Goodwin, general freight agent of the Louisville & Nashville Railroad.

NEW YORK ASKS FOR REBILLING PRIVILEGE

The members of the New York Produce Exchange specially interested in the oats trade, to the number of about 100, had a dinner at the Waldorf-Astoria on the evening of January 15; and during the evening there was free discussion of trade conditions and methods for its improvement. Formal speeches were made by Welding Ring, president of the Exchange; Vice-President Edward R. Carhart, James A. Patten, Ely Bernays, James Simpson and Edward T. Cushing.

Mr. Cushing's address went to what seems to be the chief source of complaint on the part of New York trade, touching, as it did, the absence on that market of the rebilling privilege, practically universal elsewhere. Having pointed out how this refusal of the privilege affected New York, he said:

"The railroads are responsible for our one great defect, which is so great that it would kill the market were it not for our many advantages. The railroads can make or break a market. Our defect is, not in the management of the railroads or in the accommodations which they give us within the prescribed limits, but in their policy, which is that of discrimination against New York in favor of other cities, both in rates of freight on export grain, and in withholding from us the privilege of rebilling to points further east, at the through rate from the point of origin to that of final destination.

"For a great many years we have been heavily burdened in our export business by lower rates of freight, made to Baltimore, Philadelphia and Newport News, which each year increasing competition makes more onerous. It is the settled policy of the railroads in the distribution of traffic among themselves that other markets shall be favored on grain shipments at the expense of New York. A bitter

fight has been made by New York against this discrimination. In 1905 able counsel was employed and an appeal was taken to the Interstate Commerce Commission, but it was without avail; for in April of that year a decision was rendered against us. Our efforts should continue, but the elimination of this wrong, except by the railroads of their own volition, is not promising.

"The rebilling of grain from intermediate points, at the through rate from the point of origin, to that of final destination, has become a recognized feature of railroad traffic. Rules therefore are published and under certain conditions a charge is made. Most points except New York can rebill to points further east at the through rate. No public demand has ever been made by New York for the rebilling privilege. It would be of the greatest advantage, even as great as an adjustment of the export rates, for it would open the New England market to us, from which we are now completely shut out. Under the present conditions after grain arrives in New York it absolutely has no outlet except for export or local consumption. No domestic shipments can be made beyond New York, even to nearby points, as the local rates, compared with the through rates, are prohibitive. The result is that under heavy receipts of oats, or a cessation of the export demand for corn, the market becomes badly glutted, prices go to pieces and heavy losses are made. There is no relief except the slow process of consumption as no other domestic markets are accessible.

"These are the conditions under which rebilling is allowed the other markets. New York should have the same privilege, both in equity and under the provisions of the interstate commerce law and the Exchange should officially take action and exhaust every means to obtain it. A request for rebilling privileges on the Pennsylvania and Lehigh Valley would manifestly be so just and so in accordance with the law that those roads would, more than likely, accede to our wishes under provisions which would be fair for them and for us.

"The objection will be raised that New York cannot be made a rebilling point owing to the scarcity of yard room. Let the elevators be made the rebilling points and let the grain pay the regular elevator charges as they now exist. New England is the largest consumer in the country of grain grown beyond its own borders. New York is on the threshold of New England, with a complete storage system. The advantages in rebilling grain from store where a stock can be accumulated, handled and distributed as it is wanted, over rebilling grain from a track diversion point where it must be ordered forward on arrival or pay prohibitive rates of demurrage, are very great. The location of New York and its storage system make it a point of great advantage for New England distribution.

"Rebiling would open the New England market to us and develop for New York a great business there, which now without rebilling, is impossible. Rebiling, by eliminating the defect under which we now suffer of having no eastern outlet for domestic shipment, would so broaden and strengthen our market that New York, with her export business, with her immense local consumption and with an open market in New England, would assume a position as a distributor of coarse grain second to none in the country."

In accordance with these views a petition has been circulated and fully signed by leading members of the Exchange calling upon the president and board of managers of the Exchange to take action and exhaust every means in their power to obtain for New York all the rebilling privileges allowed to other markets.

The petition was as follows:

"Whereas, The storage of grain and grain products at intermediate points with the privilege of afterwards rebilling to points beyond the through rate from the point of origin to that of final destination is now a recognized feature of railroad traffic;

"Whereas, This privilege is now general and is allowed Chicago and many other markets;

"Whereas, This privilege would be of great advantage to New York, and discrimination is shown against us in that we are deprived of it, although so located that we are entitled to it;

"Therefore, We petition the president and the board of managers to take action and exhaust every means in their power to obtain for New York all the rebilling privileges which are allowed the other markets."

James A. Patten of Chicago, a guest of the evening, responded to the toast "Speculation and Investment," saying in part: "If experience is knowledge then I certainly have the right to say something, for I have surely had experience. The word 'speculation' to most students of reform seems to carry alarm at times. In the reformer's mind speculation and gambling are identical. In my opinion there is a world of difference. In gambling, judgment never enters into play. Any child, any person, sane or insane, can win, say, at roulette, as often as any one else. That is gambling. In speculation it is a question of judgment. This hotel was built as a speculative venture, but it now pays enormous

profits, vindicating the judgment of its projectors. All business enterprises are more or less speculation.

"Three things are requisite for the successful speculator, nerve, judgment and money. Sometimes I think—I am not sure—that the first two are essential. But I never would go into any speculation enterprise that, if the worst happened, it would hurt me.

"As to investments, I had had some experience. It is one of the surprises of life to see the average successful business man invest his money. It is harder to save money than to make it. It would surprise you to know how many chances I have to double my money in thirty days. I never invest in anything I can't sell—to any man. Make your investments safe. I have made my investments in stocks that have a record for paying dividends and in bonds that never default their interest, and that I can sell in five minutes, and also in real estate that is salable. I would not put a dollar in a flat, which, I understand, is a popular form of investment here. Nor will I own a mortgage. I look upon that as a sort of pawnbroker's business, because you sometimes have to force people out, and I have not got to that point yet. I'm not a Shylock.

"I love to make money and I hope I am doing good with it. It is a question of, Do you own your money, or does your money own you? I own my money. A great philanthropist is a man to be blest. I am an optimist. The world is growing better. The successful men of the world are realizing their duties to the weaker men and I hope I realize mine."

COMMERCE COMMISSION RULINGS.

Among several administrative rulings by the Commerce Commission on January 29 are the following:

RESPONSIBILITY FOR MISROUTING.

As the agent of an intermediate carrier has no means of knowing just why a shipment has been routed through particular junctions he has no right to substitute his own judgment as to routing for the specific routing instructions accompanying the shipment. In a stated case the initial carrier issued bills of lading showing particular routing but no rate; the transfer billing subsequently issued to a connecting line showed the routing and a 10-cent division of a 33-cent rate that did not apply through the junctions named but through another junction; and the agent of the connection therefore diverted the shipment through the latter junction to destination. It subsequently appeared that because of the diversion the shipper had lost a transit right at a given point on the route specified, which was necessary to effect the sale of the shipment at destination. Held: That as tariffs are permitted to contain rules providing that they are subject to the transit privileges shown on the tariffs of individual carriers on file with the Commission the intermediate line was responsible to the shipper for the difference between the rate paid in order to get the shipment back to the transit point and the legal rate over the route directed by the shipper.

SHIPPER MAY DETERMINE ROUTE.

A bill of lading showed a rate of \$1.55 per ton and routing in care of a connecting line. Through one junction the two carriers had a joint through rate of \$1.75 per ton; through another junction equally direct, but carrying no joint rate, the combination through rate was \$1.55 per ton. Held: That while an initial line is not chargeable always with knowledge of the rates of its connections, yet having accepted a shipment and a bill of lading upon which the consignor had noted a definite rate it was its duty to find that rate and route the shipment accordingly or to call upon the consignor for further instructions; and failing to do either, it is liable for the excess in transportation charges resulting from routing the shipment through one junction when through another junction equally direct the locals make a through charge of the amount named in the bill of lading.

CLAIMS MUST BE INVESTIGATED.

The Commission adheres to Rule 58, Conference Rulings Bulletin No. 4, to the effect that it is not a proper practice for railroad companies to adjust claims immediately upon presentation and without investigation. The fact that shippers may give a bond to secure repayment in case, upon subsequent examination, their claims prove to have been improperly adjusted does not justify the practice. Carriers that have adopted that practice will be expected promptly to discontinue it.

REFUND ON SHIPMENT MISCONSIGNED.

A car of coal was forwarded to the destination named in the bill of lading, but the carrier not being able to find the consignee and learning that a company of the same name at a nearby point was tracing a coal shipment, reconsigning it to that point without consulting the consignor, and that subsequently proved to be the correct destination. Held: That a refund might be allowed upon showing that the additional transportation expense fell on the consignor.

In this connection the general principle is expressed in the following rule: If a shipper sends a

shipment to an erroneous destination he should have the right to guard, so far as possible, against resulting loss by disposing of the shipment at that point. The carrier should not, therefore, forward such shipment to another destination with attendant additional transportation charges without having made reasonable effort to secure disposition instructions from the shipper.

IF RATES CONFLICT, LOWEST IS LEGAL.

A carrier in reissuing a tariff brought forward certain rates originally named in a previous tariff, and also slightly increased the rates named between the same points on the same commodity in a supplement to the previous tariff. Held: That where a tariff contains conflicting rates the lower or lowest of the rates so published is the legal rate.

FOR UNIFORM DEMURRAGE RULES.

The Interstate Commerce Commission, recognizing the great benefits to be derived from uniformity of car service rules, endorses the code which was reported to the National Association of Railway Commissioners and by that association recommended to the State and Interstate Commissions, it being understood that this action is, of course, subject to the right of the Commission to inquire into the legality or reasonableness of any rule or rules which may be the subject of complaint, and that announcement to that effect be made with the code of demurrage rules.

RESPONSIBILITY FOR ROUTING.

A shipment was routed through a certain junction by the consignor, but on the papers presented to the Commission it did not clearly appear whether he also named the rate that had been available through that junction, but was cancelled shortly before the movement. The instructions were complied with by the carrier and the new and higher rate applied. Held: That this was a shipper's error and the higher rate must be collected unless he also named in the bill of lading the lower rate legally in effect through another junction, in which case carrier was liable.

The Omaha Grain Exchange has applied to the Nebraska Railroad Commission for an order on the C., B. & Q. and U. P. Rys. requiring them to cease charging discriminatory and illegal rates on grain from certain stations in southern and southeastern Nebraska to Omaha and South Omaha. In place of the discriminatory rates the Exchange wants a schedule established that will be just to Omaha. It is alleged in the complaint that Kansas City is getting the better of the rates over Omaha from certain points in the state. As these points are competitive grain centers it is claimed that the discrimination is apt to work a heavy injustice. In its answer the Union Pacific contented itself by practically denying everything in the complaint except the schedule alluded to; but the attorneys for the C., B. & Q. go a trifle further and hold the Kansas legislature responsible for the conditions existing in regard to grain rates. They allege that the Kansas legislature lowered rates on grain. While the Morgan act cannot be construed to affect interstate shipments, the attorneys for the Burlington assert that it has the same effect. There are several short lines entirely within the state of Kansas that come within the jurisdiction of the state of Kansas and the grain rates recently fixed by the legislature, and in order to protect its business the "Q." asserts it must meet the rates of the Kansas lines in shipping to Kansas City.

THE SMUTS OF SORGHUM.

Smuts are very serious enemies to cultivated crops; hence they have received a great deal of attention from the Department of Agriculture. Recently the Department issued a circular on sorghum smuts. The objects of this circular are (1) to call attention to these dangerous pests; (2) to warn farmers of the danger of introducing them into new localities; and (3) to suggest simple methods of getting rid of these smuts.

The term "sorghum" as here used includes not only the sweet sorghums, but Kaffir corn, milo, and dura (known in some sections as Egyptian corn). As the growth of different varieties of sorghum as grain and forage crops is rapidly extending, it is very important that farmers should prevent the spread of smuts by using seed that is free from the disease or by treating the seed.

The kind of smut most commonly found on sorghums in this country is that which affects the individual grains in the seed head. If seed is taken from a field affected by this smut, it can be freed from contamination by soaking for an hour in a solution of one pound of formalin in thirty gallons of water. Water heated to about 135 deg. F. is also effective in destroying the spores. Full directions for treatment are given in this circular, which is for free distribution.

Judge Amidon of the U. S. Court at Fargo, N. D., has had so many complaints of wheat smuggling that he has given notice that hereafter all persons found guilty will have to pay a fine and serve a jail sentence also.

The CO-OPERATIVES

The "dormant" Grain Growers' Association at Borden, Sask., has been reorganized.

The Farmers' Elevator Co. at Blue Springs, Neb., paid its indebtedness of \$1,500 in 1909.

The Aurora Farmers' Elevator Co., Aurora, S. D., in 1909 paid \$500 of the debt of \$1,500 on the elevator.

The annual meeting of the Farmers' Grain Dealers' Association of Illinois will be held at Peoria on March 2-4 at the Coliseum.

The Mabel Farmers' Grain and Stock Company, Mabel, Minn., held a meeting at the Town Hall on January 17 and decided to dispose of their elevators in the near future.

An assessment of 50 per cent of the par of the stock has been levied on the stockholders of the Twin Valley Farmers' Warehouse and Mercantile Association of Twin Valley, Minn., to pay the indebtedness on the elevator.

The Farmers' Co-operative Association of Okarche, Okla., in 1909 did a business of \$98,000, earning a profit of \$2,345. The past indebtedness of \$689 has been wiped out and there was on hand, January 1, 1910, a credit of \$723.

The American Society of Equity Terminal Elevator Co. of North and South Dakota and Minnesota (a sort of "long-handled" company) is said to be "now an assured success." Since last July \$20,000 of stock has been subscribed, and only \$30,000 more is wanted.

The third annual convention of the Farmers' Grain Dealers' Association of South Dakota was held at Sioux Falls, on February 9 and 10. All the "spell-binders" were present, including "such eminent speakers as Harry F. Atwood, United States attorney of Chicago, Hon. E. G. Dunn of Mason City, Hon. C. G. Messerole of Gowrie, Ia., Hon. Geo. W. Egan of Sioux Falls, Hon. James R. Dalton of Woonsocket and Hon. H. L. Loucks of Watertown."

At a banquet of the Franklin Grain Growers' Association, Franklin, Man., on January 14, W. F. Sirett, while approving the grain act, opposed government ownership of elevators. As to the grain act, he would struggle to get it, and thought if farmers used it to its full extent they could get along without government ownership of elevators. He opposed government ownership of elevators for two reasons—it was saddling the government with a heavy and unnecessary responsibility, and he did not think the benefits accruing from it would be as great as the farmers expected. In replying, Secretary McKenzie reviewed the work of the association. On the matter of government ownership of elevators he stood solid in the belief that it will be of the greatest benefit to the whole community.

Dividends: The Odell Farmers' Elevator Co., in 1909, handled 167,237 bushels of grain, paid out \$125,240 and earned a 6 per cent dividend; Farmers' Elevator Co., Montevideo, Minn., 30 per cent; Ludlow Elevator Co., Ludlow, Ill., 6 per cent; Farmers' Elevator Co., Howard, S. D., 8 per cent and 25 per cent to surplus if approved by the stockholders; Mattoon Farmers' Grain Co., Mattoon, Ill., 10 per cent; Dennison Farmers' Elevator Co., Dennison, Minn., 10 per cent; Farmers' Co-operative Elevator Co., Faribault, Minn., 5 per cent; Dorchester Grain and Live Stock Co., Dorchester, Neb., handled 175,720 bushels of grain, paid out \$137,246.74, and earned 8 per cent, with book credits of \$2,417.65 in grain and \$1,662.36 cash; Northfield Farmers' Elevator Co., Northfield, Minn., handled 164,600 bushels of grain, earned \$3,046.94 net, and declared a dividend of 10 per cent; Farmers' Elevator Co., Livermore, Ia., 8 per cent; Savoy Grain and Coal Co., Savoy, Ill., handled 400,000 bushels of grain and earned \$2,800; declared 8 per cent dividend; Gridley Elevator Co., Gridley, Ill., amount not named; Farmers' Elevator Co., Pine Island, Minn., handled 143,240 bushels of grain, earning \$1,878.52, dividend of 20 per cent; Palermo Farmers' Elevator Co., Palermo, N. D., 40 per cent.

NEBRASKA FARMERS' CO-OPERATIVE ASSOCIATION.

The annual meeting of the Nebraska Farmers' Co-operative Grain and Live Stock Association was held at Lincoln on January 19. The meeting was chiefly "wind-jamming."

Geo. Powell, chief grain inspector at Omaha, gave a talk on inspecting and weighing in that market.

E. Lowe, president, told about the aims and purposes of the Lincoln Grain Exchange.

The Association made an appropriation in aid of the employment of special counsel to assist in the prosecution of discrimination cases such as the one recently begun at Pierce by the Hadar Co-operative Company against the Nye-Schneider-Fowler Company. The Association will employ special counsel in other cases that may arise and is willing to back up any test of the King anti-discrimination act.

The facts alleged as a basis of this proceeding against the Nye-Schneider-Fowler concern are as follows: On a certain date recently that firm paid

for grain at Hadar, a competitive point, 92 cents for wheat, 52 cents for corn and 35 cents for oats. At Stratton, fifteen miles east, it paid on the same date these prices: Wheat, 87 cents, corn 45 cents, oats 31 cents. At Foster, fifteen miles north, the prices paid were: Wheat 87 cents, corn 47 cents, oats 32 cents. There are no farmers' elevators at Stratton or Foster. It is charged that the line house company makes the price higher at Hadar because it must meet competition there, to prevent the farmers' company from getting the grain. This is held to be in violation of the King law, which forbids discrimination in prices, either selling or buying in different localities, taking into consideration the difference in freight rates. The rate from Hadar does not vary more than a half cent from what is charged on grain from the other two points.

The case was called for trial in December but the county attorney asked for and obtained the continuance on the ground that the defendant company had surprised him by its answer and statement, which seemed to justify the Fremont concern in its attitude under the circumstances, and in what it had done. He asked for further time for the purpose of substantiating the facts as related in the answer.

It was further understood that the case would be withdrawn probably because the farmers themselves were opposed to the action; but the Nye-Schneider-Fowler Co. asks that it be carried through as a test case.

The Association re-elected old officers as follows: O. G. Smith, of Kearney, president; T. W. Langdon, of Gretna, vice-president; J. S. Canaday, of Minden, secretary and treasurer. The directors are: H. A. Schneider, Nebraska City; T. W. Langdon, Gretna; James Alderson, Elgin; S. A. Smith, Blue Springs; J. S. Canaday, Minden; Peter Krough, Farwell; O. G. Smith, Kearney.

The next meeting will be held in Lincoln.

IOWA FARMERS' ASSOCIATION.

The Iowa Farmers' Grain Dealers' Association held its annual meeting on Feb. 2-5 at Des Moines. It was a kickers' and knockers' affair from start to finish. The sessions opened with a proposition to boycott country banks and city scales. It was proposed to boycott country banks because "at the grain movement time banks have refused to furnish funds to the co-operative elevators unless the directors and stockholders of the company give their personal notes and mortgages as security." The plan for future operation as outlined at the meeting was for the members of the co-operative organizations to leave their money with the co-operative elevator instead of withdrawing it and depositing it with the banks that pay no interest.

The boycott of city scales was urged because "it was pointed out by several delegates that in their communities the opposition elevators, organized under a statehead, have entered politics and dominate to a great extent the council of their cities and thus control the city weighmaster." Discrimination in favor of the old time elevators in these places was alleged. So it was the sense of the morning meeting that the co-operative elevators all install and own their own scales and conduct their business according to them only.

The next roar was at the inspection. The farmers want National inspection. "What we are after is honest inspection," declared Secretary G. S. Messerole, "and such is impossible under present conditions. The inspection department of Illinois in Chicago is about as rotten as it could be. And we have plenty of evidence to show the truth of our charges. In Illinois every change of administration means a change in the inspection system and in grading of grains. The latest system in Chicago is so cumbersome that the work cannot be accomplished quickly when a rush is on. The shipper is held up and loses as a result of the drop that always comes with a rush of grain receipts."

A resolution demanding Federal inspection was adopted.

The next kick was at the Iowa Railroad Commission. Messerole stated that the Association had been hindered at every turn by members of the Commission and that the members have shown conclusively that they have not the interests of the farmers of the state at heart. To which the Commission replies: "The records of the office show that every case brought here by farmers' elevator companies, or C. G. Messerole in particular, has not only had prompt attention, but has been adjusted to the satisfaction of the complainants. There is but one case now pending where a farmers' elevator company is the complainant, the Buckeye Elevator case, and in this instance the Board has personally gone after the railroad officials and recommended immediate adjustment. Since the Nebraska case was decided it is doubtful if the state can compel railroads to allow elevator sites to any person or persons. Every complaint that has been filed has had prompt attention, so the Commission does not know of any particular case to which Mr. Messerole refers."

Nevertheless the Association adopted a resolution indorsing and commending the candidacies of

Clifford Thorne of Washington and J. H. Brown of Rockwell as members of the Commission, and condemning the present Commission.

The old officers were re-elected, to wit: J. H. Brown of Rockwell, president; B. Hathaway of Kingley and J. W. Hagaus, vice-presidents; C. G. Messerole of Gowrie, secretary; D. D. Payne, treasurer; board of directors—John Ruthven of Ruthven, H. C. Stoughton of Dayton, Hans Moiller of Sioux Center, W. S. Foley of Melvin, J. E. Mereness of Glidden, Thomas McManus of Dougherty, and William McCandless of Sloan.

H. H. McLean, interior grain inspector of the Farmers' Educational and Cooperative Union of Washington, said in an interview that while the object is to get the top prices for grain for the farmer it is not purposed to freeze out the independent buyers, adding: "One of the important questions to be settled by us soon is to decide whether the system of warehouses now being established shall be operated under one head or under locals. I believe the present system of operating under the locals is more satisfactory. One of the chief arguments in its favor is the cost, which is much less than it would be if operated under one head. Operations are more open and direct, too, under the present system. The one-head idea approaches too nearly the old line system which was proven impracticable years ago. We purpose to soon establish grain selling and buying agencies at interior and terminal points so that farmers will receive the highest prices obtainable for their products."

CORN CONTRACTS DEFAULTED.

The corn trade of New York has been much excited the past few days by the failure of some Western shippers, or speculators, to make delivery on contracts that have already matured. These contracts were made soon after the crop was assured, at 58c. to 60c. per bushel. The market has since steadily advanced, until it is now 74c. The amount on which default is said to have been made in this market last week, mostly on Friday last, was 300,000 bushels, entailing a loss of 16c. a bushel due to five leading Produce Exchange firms, mostly exporters, who confirm the loss to be as great as above stated, and the amount on which default has already been made.

But no one will confirm, and few estimate, the amount of their contracts still outstanding, which are said to run into next summer and even till next September. But there are estimates in the trade of 1,250,000 bushels in this market alone, while Baltimore is admitted by some of the exporters to have a still larger short interest, on the same basis, for which Western shippers are the shorts. Boston is also in for a goodly amount and Philadelphia for some.

While there is a rumor in the trade that there is a larger shortage in Chicago by these same parties, at an equal loss, no defaults are yet reported. Those who have not been able to make the 300,000 New York shipments are said to be two Indiana houses, whose rating in the commercial agencies is insignificant and who are not considered responsible for their losses, though the exporters are hoping they may yet make good their deliveries by an extension of time beyond the first half of January, when they matured.

These sales were made through a firm of brokers on the Produce Exchange who gave up their principals when the contracts were made, and hence are not liable for their fulfillment, while there is no rule for putting up margins on such sales by non-members of the Exchange.

These total forward sales for special deliveries to exporters are estimated as high as several millions of bushels and placed two weeks ago by one of the large elevator houses' agent here at one and one-half to two millions of bushels for January-February-March shipment at 12½c. to 13c. over Chicago December, c. i. f. Continent and United Kingdom. But since then these exporters who had not engaged their ocean freights ahead for these purchases bought them back at 2½c. to 3c. less. But those who had ocean freights to lease will have to ship the corn, as ocean freights have declined 3c. from the late top prices.

These conditions have kept exporters out of our market and left it in the hands of the Glucose Company as the only important buyer to whom the exporters were reselling, and buying December in Chicago until the old year ended and the December contracts were filled, on which they made 3c. per bushel. The quality of the new crop early was poor, but improved rapidly during the fine weather through December. Yet the movement has been disappointing to both the bears as shorts and the bulls as longs, notwithstanding the big crop of over 2,800,000,000 bushels.—Journal of Commerce, Jan. 18.

The Corn Products Refining Co. has decided to begin the business of refining corn oil for table use in competition with the cotton oil companies.

HAY AND STRAW

The Omaha Alfalfa Milling Company has just started in operation its plant in East Omaha, Neb.

J. C. Cooper has started his new alfalfa mill at Lincoln, Kan. Its capacity is eight to ten tons a day.

The alfalfa mill which was destroyed by fire near Proberta, in Tehama County, Cal., last summer, is to be rebuilt.

The semi-annual meeting of the National Alfalfa Millers' Association will be held in the Coates House, Kansas City, Mo., February 26.

It is understood that J. W. Bartlett, engaged in the blacksmith business at Yates Center, Kan., will embark in the hay business in that town.

The Alfalfa Feed Milling Company has been incorporated in Los Angeles, Cal., with \$50,000 capital by William K. Weaver, Julian C. Houtz and A. T. Steward.

Canadian shippers report a good demand for hay from New York and New England and Montreal prices have advanced about a dollar a ton on the strength of it.

The Alfalfa Meal & Milling Co., at Cherokee, Okla., has been sold to George Caylor of Canadian, Texas, for \$20,000. The capacity on stock food is 100 tons a day.

Johnson & Co., of Gossen, Polk County, Minn., with \$10,000 capital, have been incorporated to deal in hay and grain by L. L. Johnson, S. A. Johnson and T. J. Juday.

The Merino Alfalfa Milling Co., of Merino, Logan County, Colo., has been incorporated with \$15,000 capital by John Weisthauer, Fernmun R. Cline and W. L. Turman.

W. H. Hess, who is engaged in the alfalfa milling business at Wichita, Kan., will build an alfalfa mill in Cheraw, Otero County, and Merino, Colo., each to cost \$10,000.

Two carloads of alfalfa meal, the first product of the new mill at Shelley, Idaho, were recently shipped to western points. Rapid progress is being made on the alfalfa mill at Filer, Idaho.

The remarkable supply of oats, wheat and barley in the vicinity of Bozeman, Mont., is diminishing very slowly owing to the fact that the farmers are continually holding for a better price and there has been a steady rise.

The first annual meeting of the Consolidated Alfalfa Co., comprising mills in various parts of southern Kansas, was held in Newton, Kan., on January 18. Following the election of officers an elaborate banquet was served.

Considerable correspondence has passed between the Chamber of Commerce of Las Cruces, N. M., and Oklahoma capitalists with regard to establishing an alfalfa meal mill in Las Cruces. A representative of the promoters will soon look over a site.

The time is rapidly approaching when alfalfa will be the most important product in the great valleys of the San Joaquin and Sacramento, Cal. The advent of an irrigation canal to serve 6,000 acres of land with water means much for Yuba County.

J. C. Mackenzie, J. W. Mackenzie and Daniel G. Joy have organized a corporation under the laws of Massachusetts, with headquarters in Boston, known as Joy & Co., Inc., to deal in hay, grain, coal and wood. The capital is \$10,000. Mr. Joy is president and treasurer.

It is reported that the Consolidated Alfalfa Milling Co., of Oklahoma City, Okla., will erect thirty alfalfa mills in cities of Oklahoma, Texas, Colorado, Kansas and Nebraska, each to have a capacity of sixty tons of alfalfa meal and to cost \$20,000 each. The plan is to grind green alfalfa instead of dry hay.

James Sullivan of Wamega, Kan., denies stories that there is not sufficient forage in western Kansas to keep cattle from starving. He asserts he has visited the section to which Governor Stubbs sent an officer to investigate conditions and that there is not only sufficient forage for the cattle in that part of the state, but the supply is abundant to provide for any other section of the state. He states that weather conditions this winter assure bountiful crops.

LOUISIANA HAY CROPS.

Louisiana's average yield per acre of hay is high, being about two tons per acre, which is up near the yield of the irrigated meadows of the West. The feeding quality, moreover, is high, for most of it is produced by leguminous crops, such as alfalfa, cowpeas, clovers, soy beans, richer in protein than the northern grass crops. Then there are the native grasses, especially Bermuda and carpet grass, furnishing the very best grazing for all kinds of live stock. Bermuda grass hay has a greater feed value than common grades of timothy and two cuttings may be had each year and sometimes three, giving a yield of one to two tons each cutting. The alluvial

lands devoted to Bermuda grass will sustain two to three head of cattle per acre of an ordinary season.

"Louisiana people are just beginning to realize the possibilities of the soil and climate in forage production and the development of a prosperous live stock state seems to be Louisiana's destiny," says Pro. W. D. Dodson.

USE OF PEA VINES FROM PEA CANNERIES.

In the early history of pea canning, the pea vines were treated as a waste product, the disposal of which involved considerable difficulty and expense. Most commonly they were thrown out in piles to rot, the resulting manure being used for fertilizer.

During recent years, the pea vines have risen to the dignity of a by-product, from which the factories derive considerable profit. They are now utilized for silage, or are fed to stock in a fresh state, or cured for hay. They make a silage superior in value to corn silage. They may be preserved in silos the same as green corn, or they may be put up in large stacks in the open air. If these stacks are well put up and the vines are well tramped, decay will only affect the surface to the depth of a few inches.

The U. S. Department of Agriculture recently made an extensive investigation of this subject and has published the results in a circular, from which we learn that the pea vines can easily be cured by spreading them on sod land, and that pea-vine hay is considered better than clover hay. Both the hay and the silage are excellent feeds for dairy cows. They are also satisfactory feeds for beef, cattle, horses, and sheep. The hay sells at \$3 to \$5 a ton.

In some cases the pea vines are hauled away from the factory by the farmers who supply the peas; in other cases they are sold in a fresh state; and in still other cases the factories either silo the vines, or cure them for hay.

VARIEGATED ALFALFAS.

Within recent years alfalfa has froged to the front as a forage plant in the United States with extraordinary rapidity. In fact it may now be considered one of our most important crop plants. It is grown to some extent in all sections, but it is only in the western half of the country that it takes rank as a leading forage crop. In most parts of the West the ordinary alfalfa appears to be well adapted to prevailing conditions, but for localities where drought resistance is important, and along our northern border where ability to stand extremes of cold is essential, it has been found very desirable to secure improved strains.

The species of alfalfa ordinarily grown bears violet-colored flowers, and its seed pods are coiled into close spirals. Persia was probably the original home of this species. There is, however, another species of alfalfa growing wild in Siberia and throughout the greater part of Europe which bears yellow flowers and whose seed pods are sickle-shaped. The prostrate stems and poor seed-bearing qualities of this species are obstacles to its use as a forage plant. It is, however, very drought-resistant and is able to stand very low temperature without winter-killing.

Where the yellow-flowered alfalfa grows alongside fields of ordinary alfalfa, there is a tendency for the species to cross and produce hybrids combining some of the qualities of both species, and bearing both violet and yellow flowers. In this way have been naturally produced variegated varieties which are better adapted to stand extremes of cold than ordinary alfalfa. Variegated varieties, though possessing only 5 to 10 per cent of the yellow-flowered parentage, are greatly superior for rigorous northern climates.

The strains of variegated alfalfa which have assumed greatest importance are those known as "sand lucern," "Grimm alfalfa," and "Canadian alfalfa." In many tests, the variegated strains have resisted winter-killing better and have given larger yields than ordinary alfalfa in the Northwest and Canada. The Grimm alfalfa is grown with remarkable success in Minnesota and North Dakota. It is thought that some variegated strain may prove to be more successful than ordinary alfalfa in the eastern states, but this has not yet been clearly demonstrated.

The United States Department of Agriculture, which has done a great deal of work looking toward the extension of alfalfa culture, has just issued a bulletin giving a very interesting account of the origin and character of these variegated alfalfas.

Major A. D. Reynolds of Bristol, one of the wealthiest men in East Tennessee, and brother to R. J. Reynolds, the tobacco grower, has demonstrated that alfalfa can be raised successfully in Tennessee. Last year he grew 200,000 pounds on his farm on the Watauga river, in Carter County, for which he has been offered \$15 a ton at the nearest railroad station. He asserts alfalfa can be grown successfully in Tennessee and its cultivation and growth would revolutionize farming in that state. On account of the high price of corn he insists that alfalfa would make the ideal substitute to feed cattle, horses and hogs.

LATE PATENTS

Issued on January 11, 1910.

Grain Chute.—Edward A. Munn and Oliver L. Plumtree, Chicago, Ill.; said Plumtree assignor to said Munn. Filed February 26, 1909. No. 945,975. See cut.

Grain Distributor.—Charles W. Camp, Metamora, Ill. Filed November 25, 1907. No. 946,201. See cut.

Means for Treating Seed Grain.—George E. Daniels, Elgin, Ill. Filed May 21, 1909. No. 946,205.

Automatic Weighing and Bagging Machine.—Jas. B. Williams, Minden, La. Filed October 19, 1908. No. 946,184.

Issued on January 18, 1910.

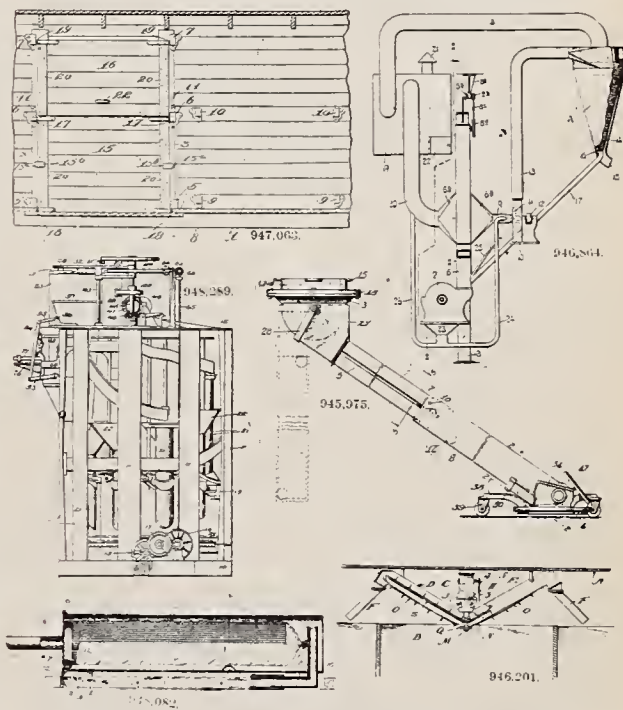
Grain Door.—Hezekiah H. Hickman, Wellington, Kan. Filed May 6, 1908. No. 947,063. See cut.

Grain Pickler.—Joseph Wilhelm, Moose Jaw, Saskatchewan, Canada. Filed February 11, 1908. No. 946,929.

Grinding and Separating Apparatus.—Otto Porbeck, St. Louis, Mo. Filed June 5, 1908. No. 946,864. See cut.

Issued on January 25, 1910.

Grain Separating Screen.—Frederick W. Hasch, Cecil, Ohio, assignor of one-half to Timothy D. Poxson, Lansing, Mich. Filed June 16, 1908. No. 947,697.



Grinding Mill.—Jay C. Bowsher, South Bend, Ind. Filed August 4, 1909. No. 947,275.

Wagon Dumping Apparatus.—George E. Wunder, Melvin, Ill., assignor to the Independent Harvester Co., Plano, Ill. Filed September 24, 1908. No. 947,318.

Issued on February 1, 1910.

Bean Sorting Machine.—John Q. Adams, Vassar, Mich. Filed February 1, 1909. No. 948,123.

Dust Separator.—Charles C. Wickwire, Cortland, N. Y. Filed June 28, 1909. No. 948,082. See cut.

Grain Measuring and Weighing Machine.—Chas. D. Cromley, Alameda, Cal., assignor to Automatic Packing Co., San Francisco, Cal. Original application filed Nov. 30, 1906. Serial No. 345,763. Divided and this application filed June 18, 1907. No. 948,289. See cut.

Grain Measuring Machine.—Charles D. Cromley, Alameda, Cal., assignor to Automatic Packing Co., San Francisco, Cal. Original application filed Nov. 30, 1906. Serial No. 345,763. Divided and this application filed Oct. 26, 1907. No. 948,290.

Automatic Weighing Machine.—Andrew J. Ball, Fort Worth, Texas. Filed July 12, 1909. No. 947,986.

Issued on February 8, 1910.

Grinding Mill.—Thomas Cascaden, Jr., Waterloo, Iowa, assignor to Cascaden Manufacturing Co., Waterloo, Iowa. Filed January 3, 1905. No. 948,466.

Grain Bucket.—John P. Zoller, Cascade, Iowa. Filed June 1, 1909. No. 948,365.

An alfalfa grinder which, driven at its full capacity, will reduce five tons of hay to a dust-like powder in an hour, is being designed by Architect W. R. Stringfield of Wichita, Kan., from plans furnished by S. G. Roberts of the Roberts Alfalfa Mill Co., of that city. Mr. Roberts is the patentee of another mill of the same character, but of cruder design. The principle on which the new mill works is a process of gradual reduction of the hay, first by a series of slowly moving knives, then by a set moving much faster and finally by a cylinder which reduces the product to a dust-like powder. This process of reduction can be stopped at any point.

FIRES-CASUALTIES

The old Coon & Platt warehouse in Hudson, Wis., was destroyed by fire recently.

The Eldad Milling Co. suffered a slight damage to its elevator at Buffalo, N. Y., recently.

The walls of the Monroe Hay, Grain & Milling Co., Monroe, Ind., gave way recently, but no one was hurt.

An elevator of H. E. Spainhour at Lane, Ill., burst recently, covering the railroad tracks with about 2,500 bushels of corn.

L. Bailey, an elevator man at Sheyenne, N. D., was seriously injured recently by being caught in the belting at his elevator.

The elevator at Garrett, Ind., was damaged recently when a quantity of gasoline in the building exploded and caused a fire.

Paul Johnson, employed in the Gould Elevator, Northeast Minneapolis, was caught in the machinery and suffered a broken leg.

The elevator of W. I. Thompson at Elrod, Clark County, S. D., was damaged to the extent of \$25 recently by a defective chimney.

The elevator in Inglewood, Ont., containing 3,000 bushels of grain, was destroyed by fire recently, entailing a loss of \$5,500, partly insured.

The offices of the Andrews Bros.' Grain Elevator at Cedarville, Ohio, were destroyed recently by a fire which was confined to that part of the structure.

An Iron pulley a foot in diameter attached to a shaft on a feed grinder at the Lock Two Grain & Milling Co.'s elevator at St. Mary's, Ohio, burst recently.

The Great Western Elevator at Klossner, Nicollet County, Minn., burst recently. The structure is a total wreck. Over 23,000 bushels of wheat were in the elevator at the time.

The south wall of the F. P. Seeger Elevator at Marietta, Minn., burst recently and about 3,000 bushels of wheat poured forth. The damage to the building has been repaired.

The elevator of the McDaniel Milling Co., at Carthage, Mo., was damaged to the extent of \$125 after the Ozark Cooperage Co.'s barrel factory was ravaged by fire on January 25.

The Weirather Grain Mill at Bushnell, Ill., owned and operated by George Weirather, was completely destroyed by fire recently, entailing a loss of \$15,000. The origin of the fire is unknown.

Flames discovered in H. K. May's Elevator at Burr, Yellow Medicine County, Minn., recently, were extinguished by the prompt arrival of the fire department before much damage was done.

A shaft broke in the smaller of two Canadian Pacific Railway Elevators at St. John West, N. B., recently. There were 530 cars of grain in the railroad yards to be conveyed to the elevator.

Fire believed to be of incendiary origin destroyed the granary at Park River, N. D., belonging to P. F. Campbell and containing 3,000 bushels of seed wheat. There is no clue. Building and contents were uninsured.

Three car loads of corn, aggregating 3,300 bushels and valued at \$2,300, slipped down the L. & N. Railway incline at Evansville, Ind., recently, and into the Ohio river. The corn belonged to William Rahm, an Evansville grain dealer.

One of the mammoth corn pens in the Farmers' Elevator at Uniontown, Ky., collapsed recently, both ends and one side falling out and allowing about 4,000 bushels of corn to pour out. The great weight of the corn overtaxed the old timber supports.

Fire of unknown origin destroyed the elevator of the Reliance Elevator Co., at Hobart, Kossuth County, Iowa, recently. The structure was filled with grain. A car of flax and a car of corn standing on the track near the building also were consumed.

The Montana Elevator Co.'s plant at Glengarry, Fergus County, Mont., caught fire recently when the telephone wires, carried on the same poles as the electric light wires, became charged. The damage was small.

Damage to the amount of \$180,000 was caused by a fire in Castlewood, S. D., recently, which was prevented from enveloping the grain elevators by the firing on the part of citizens of the last two buildings in the row that was being destroyed.

The grain warehouse of J. L. Sutton & Co., at North English, Iowa, was almost destroyed by a fire which followed an explosion of a gasoline tank connected with the engine. Several hundred bushels of wheat were burned and Mr. Sutton was scorched about the face.

The granary of the A. Cyphers Co. at Newark, N. J., was destroyed by fire recently. The plant will be rebuilt after an adjustment of the loss shall have been made. A temporary headquarters has been established at the concern's storage house in East Orange, N. J. Four firemen were injured

while working in the ruins. Four were also slightly hurt when a wall fell while they were fighting the blaze.

Fire that started from a hot box destroyed the Farmers' Elevator on the Farmers' Grain & Shipping Co.'s Railway at Olmsted, Minn., recently. There were about 8,000 bushels of grain in the structure. The property belonged to a local organization of farmers.

Fire of unknown origin destroyed the elevator of R. A. Culver at Osage, Sask., recently. In addition to about 10,000 bushels of grain in the elevator, there was a car of flour in the flour house adjoining. The elevator was erected in 1896. Elevators in the vicinity were in danger for a time.

Fire believed to have been started by tramps destroyed the Reliance Elevator at Spencer, Iowa, recently. The building had not been used for several weeks. It was insured and contained no grain. The elevator was owned by the Reliance Elevator Co., of Minneapolis and was erected in 1880 by T. P. and W. L. Bender.

Inefficient fire apparatus supplied by the town was in part responsible for the total destruction of the Winders & Berg's grain elevator at Arcadia, Ind., recently. Several thousand bushels of wheat and corn were also consumed. It is believed the fire originated in the engine room. Loss about \$18,000, partly covered by insurance.

Friction of one of the pulleys in the elevating machinery caused a fire that totally destroyed the large grain warehouse of the Northern Elevator Co., at West Emerson, Man., recently. The structure contained about four carloads of wheat and smaller quantities of other grains. A chemical engine was used and volunteer firemen did their best to subdue the flames. An employee had a narrow escape from injury. The loss is about \$20,000. The elevator was reopened recently after having been closed two years.

Fire supposed to have started from sparks from a cob-burner situated thirty feet from one of the buildings destroyed two elevators and 8,000 bushels of grain at Bismarck, Ill., recently. One of the elevators was owned by Young & Wood and the other by Nash, Wright & Co. of Chicago. Young & Wood, however, were operating the other elevator under lease. The loss is about \$15,000, with insurance of \$5,500 on the Young & Wood Elevator. The policy on the elevator owned by Nash, Wright & Co. had lapsed.

The grain tanks of the Stanard-Tilton Co., at Alton, Ill., settled about eight inches recently after being filled with 100,000 bushels of wheat and much alarm was occasioned. Representatives of the milling company deny that the tanks are no longer plumb. They are 135 feet high on a 30-foot foundation. The tanks are set on a concrete foundation. Two adjoining buildings have been damaged, their walls being carried down and the tenants have vacated. Cracks have appeared in the front of one of the elevators.

GRAIN PRICES.

The Agricultural Department publishes the following as the average farm value of the three leading cereals, the quotations being in cents per bushel:

	Corn.	Wheat.	Oats.
Dec. 1, 1907.....	51.6	87.4	44.3
Jan. 1, 1908.....	54.0	88.7	46.1
Mar. 1, 1908.....	58.1	89.2	47.9
Apr. 1, 1908.....	61.2	89.8	50.0
May 1, 1908.....	64.7	89.3	50.4
June 1, 1908.....	73.7	92.3	51.8
July 1, 1908.....	75.7	89.5	50.2
Aug. 1, 1908.....	78.1	90.4	49.8
Sept. 1, 1908.....	76.5	88.7	47.2
Oct. 1, 1908.....	72.3	90.4	47.2
Nov. 1, 1908.....	63.5	91.5	46.5
Dec. 1, 1908.....	60.6	92.7	47.2
Jan. 1, 1909.....	60.7	93.5	48.1
Feb. 1, 1909.....	61.4	95.2	48.1
Mar. 1, 1909.....	64.7	103.9	51.1
Apr. 1, 1909.....	67.5	107.0	53.2
May 1, 1909.....	71.9	115.9	55.3
June 1, 1909.....	76.3	123.5	57.4
July 1, 1909.....	77.0	120.8	56.2
Aug. 1, 1909.....	75.2	107.1	50.0
Sept. 1, 1909.....	71.0	95.2	42.3
Oct. 1, 1909.....	67.1	94.6	41.0
Nov. 1, 1909.....	62.2	99.9	41.0
Dec. 1, 1909.....	59.6	99.0	40.5
Jan. 1, 1910.....	62.3	103.4	42.8

It is stated that the Interurban Railway Company, operating an electric road from Des Moines to Woodward, Ia., is preparing to build several elevators along the line. The company has just completed an elevator at Woodward which, it is said, is one of the most modern in the state. The plant has been leased for a term of years by McColl Bros., and is now in operation. Grain handled from it is shipped to Des Moines and sent out from there to Eastern markets over the interurban connections.

GRAIN SHIPPERS' MUTUAL FIRE INSURANCE ASSOCIATION.

Sec'y F. D. Babcock of the Grain Shippers' Mutual Fire Insurance Association of Ida Grove, Iowa, under date January 1, 1910, publishes the following from a statement of a condition of that Association:

ASSETS.

Real estate, furniture and fixtures.....	\$ 8,064.21
First mortgages on Iowa farms.....	20,200.00
Interest accrued on mortgages not due.....	341.65
Due from agents and other insurance companies.....	7,256.09
Bills receivable, taken for fire risks not due.....	828.30
Premiums in course of collection.....	532.85
Maps, rate books and supplies.....	800.00
Cash on hand.....	6,793.86
Total	\$44,816.96

LIABILITIES.

Re-insurance reserve	\$25,832.50
Losses in process of adjustment (none due)...	4,700.00
Other liabilities	279.98
Total	\$30,812.48
Surplus to policyholders.....	14,004.48
Losses paid, 1909.....	68,633.92
Losses paid since organization, Sept. 17, 1897.....	512,504.01
Dividends to policyholders over.....	250,000.00
Risks in force.....	8,022,900.00

MILLERS NATIONAL INSURANCE COMPANY

Following is the thirty-fourth annual report to policyholders by Sec'y Reynolds of the Millers' National Insurance Company of Chicago:

The year 1909 as a whole has not proven as unsatisfactory as its earlier months promised. Excessive losses for the first half of the year, made it necessary to increase our June assessment one-half of one per cent, so that the cost for the year on mutual business has been at the rate of 6½% or 32½% of the annual rate, equal to a saving of 67½% on the basis of a cash premium for the rate charged. At this rate of assessment our mutual business has again been carried at less than cost, after providing for the re-insurance reserve required by law, so that it contributes nothing to the \$56,000 increase in surplus, which is due to interest income and profit on cash business.

The increase in insurance in force is over eleven million dollars, which far surpasses all previous records.

The company was examined for admission to the state of New York in July, and later made a deposit of \$200,000 with the insurance department of that state for the security of all its policyholders, wherever located, being the first company to comply with the law passed in May for the admission of mutual companies.

A new firm of public accountants has had charge of our books for the year, checking them monthly, as usual; the certificate of their closing audit being as follows: "In accordance with your instructions we have, each month, during the year ended December 31, 1909, conducted an audit of the accounts of the Millers National Insurance Company, covering the month immediately prior thereto. The statements now submitted, viz:

"Balance Sheet as at December 31, 1909, and Income Account for the year ended December 31, 1909, we certify to be as recorded in the books and, in our opinion, to correctly reflect the financial position of the company. We have examined all the securities owned by the company and verified the cash in bank and on hand." (Signed by) Marwick, Mitchell & Co., Chartered Accountants.

Our securities were valued by the Harris Trust & Savings Bank of this city, whose valuations are accepted by the insurance department of Illinois, and will be used in all reports to all the states to which we are admitted, except New York and Massachusetts. These states jointly make a valuation of their own, which comes to us too late for use in making this statement.

FINANCIAL STATEMENT.

	Assets.	
	Par value.	Market value.
School Bonds	\$ 568,140.00	\$ 593,719.80
Railway Bonds	145,000.00	134,137.50
Municipal and County Bonds	366,600.00	372,674.85
Traction Company Bonds	95,000.00	94,506.25
United States D. C. Bonds	50,000.00	53,500.00
Gas & Electric Light Bonds	30,000.00	29,350.00
Real Estate Bonds.....	30,000.00	29,900.00
Elevated Railroad Stocks	11,100.00	6,160.50
Adjustment Company and Salvage Company Stocks	200.00	265.00
Total Admitted Cash assets	\$ 1,296,040.00	\$ 1,314,213.90
Real Estate Mortgages..		\$ 132,550.00
Collateral Loans		1,000.00
Accrued Interest on Investments		25,529.67
Cash on Hand and in Bank		93,900.11
Cash on Deposit with General Agents		2,900.00
Net Value of Deposit in Manitoba		4,604.33
Premiums in Course of Collection		63,419.67
Total Admitted Cash assets		\$ 1,638,117.68

Liabilities.	
Losses in course of Adjustment including all reported or supposed losses	\$ 43,030.50
Unearned premiums at 50% Fire Risks running one year or less..	\$ 141,594.81
Unearned premiums Pro Rata Fire Risks running more than one year	199,092.30
Total Reserve Required by law	\$ 340,687.11
Guarantee Deposits	247,287.45
Accrued State, County and Municipal Taxes...	9,986.03
Commissions on Current Business	10,445.58
Total Liabilities	\$ 651,436.67
Cash Surplus, including Permanent Fund	\$ 986,681.01
Permanent Fund	500,000.00
Surplus, less Permanent Fund, as required in some states	\$ 486,681.01
Premium Notes Subject to Assessment (Net value)	4,587,654.06
Surplus over all Liabilities, including Notes and Permanent Fund	\$ 5,574,335.07
Income During the Year.	
Premiums on Cash Policies	\$ 393,637.13
Premiums on Mutual Policies	123,053.86
Assessments on Mutual Policies	335,659.07
	\$ 852,350.06
Deduct Return and Re-insurance Premiums ..	156,180.26
	\$ 696,169.80
Interest on Investments..	65,183.21
All Other Income.....	280.00
Total Income for Year	\$ 761,633.01
Disbursements During the Year.	
Net Amount Paid for Losses	\$ 466,366.32
Commissions and Brokerage	44,794.38
Salaries, Fees, Clerks, Agents, Inspectors and Other Employees	66,048.36
State, National and Local Taxes	13,720.29
All Other Payments and Expenditures	41,716.61
Total Expenditures ..	\$ 632,645.96
Risks.	
In Force December 31, 1909	\$57,844,713.58
In Force December 31, 1908	46,809,154.03
Increase for the Year	\$11,035,559.55
Classification of Risks.	
Mutual Flour Mills, Elevators and Contents....	\$27,640,449.24
Mutual General Business	4,014,060.00
Total Mutual Business	\$31,654,509.24
Cash Flour Mills, Elevators and Contents.....	\$10,113,675.42
Cash General Business...	16,076,528.92
Total Cash Business..	\$26,190,204.34
Total at Risk.....	\$57,844,713.58
Total Flour Mills, Elevators and Contents, Cash and Mutual	\$37,754,124.66
Total General Business, Cash and Mutual.....	20,090,588.92
Total at Risk.....	\$57,844,713.58
Losses Paid Since Organization	\$ 6,520,670.15

MILLERS' MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS.

In presenting the thirty-third annual statement (under date January 1, 1910) of the Millers' Mutual Fire Insurance Association of Alton, Ill., Geo. Postel, president, and A. R. McKinney, secretary, shows the following comparisons:

	1909.	1908.
Insurance written	\$10,335,136.79	\$ 9,127,368.93
Total amount of insurance in force	15,707,353.96	13,920,249.80
Total cash assets	353,126.83	366,801.05
Cash surplus	333,751.78	329,927.51
Net cash surplus (after deducting re-insurance reserve, as required by law)	214,779.50	219,859.25
Premium notes in force..	2,112,849.59	1,956,186.26
Losses incurred	201,873.72	191,576.47

The report among other things says also that the

year 1909 was the banner year for the company in the amount of insurance written (\$10,335,136.79), the first time the company exceeded \$10,000,000.00 in any one year. This has added \$1,207,767.93 to the amount of insurance in force. The premium notes were also increased \$156,663.33. All of this increased the re-insurance reserve over \$8,000, and leaves a net cash surplus over and above all liabilities of any kind whatever of \$214,779.50.

The losses for the year were heavy, but since they have been so now for two years, it is probable that a lower average will set in and the company will probably have less losses in proportion to your amount of insurance in force than you have had the last two years. The expense account is already very low, only 16.49 per cent of the net premiums received, and is among the lowest of any of the companies.

The statement is as follows:

ASSETS.	
Bonds, par value , \$308,800.....	\$ 305,423.70
Real estate	5,000.00
Interest accrued	5,322.91
Premiums and assessments unpaid.....	15,999.82
Checks and drafts in office.....	213.65
Cash in bank.....	22,166.75
Deposit notes, net value.....	\$ 353,126.83
Total gross assets.....	\$ 1,724,662.31
LIABILITIES.	
Unadjusted losses	\$ 265.00
Adjusted losses, not yet due....	14,000.00
Total unpaid losses.....	14,265.00
Reserve for taxes, fees and return premiums	5,110.05
Gross surplus to policy holders.....	1,705,287.26
Net value of notes (deducted).....	1,371,535.48
Cash surplus	\$ 333,751.78
Re-insurance reserve (deducted)	118,972.28
Net cash surplus	\$ 214,779.50
Losses incurred during the year.....	\$ 201,873.72
Losses paid during the year.....	219,664.54
Losses paid since organization.....	1,582,686.54
Amount of insurance in force.....	15,707,353.96
Face value of notes on which to levy assessments	\$ 2,112,849.59
Losses paid during the year (on 92 risks) \$	224,374.66
Less salvage	4,710.15
Net losses paid	\$ 219,664.54

GRAIN DEALERS' FIRE INSURANCE CO.

Secretary C. A. McCotter, of the Grain Dealers' National Mutual Fire Insurance Co., of Indianapolis, under date January 1, 1910, publishes the following annual statement of condition:

ASSETS.	
Cash in banks.....	\$ 27,963.12
Terre Haute, Ind., school bonds.....	10,000.00
Columbus, Ind., funding bonds.....	14,000.00
Huntington County, Ind., court house bonds	5,000.00
City of Whiting, Ind., park bonds.....	12,000.00
First mortgage loans.....	54,700.00
Available cash assets.....	\$ 132,66.12
Accrued interest	1,696.73
Uncollected assessments	1,085.38
Uncollected premiums	2,583.84
Total cash assets	\$ 138,029.07
Premium notes and contingent liability (net value)	1,144,410.10
Total assets	\$1,282,439.17
LIABILITIES.	
Taxes accrued 1909 payable 1910....	\$1,890.31
Losses reported	5,100.00
Losses adjusted	None
Losses resisted	None
	\$ 6,990.31
Surplus to policyholders	\$1,275,448.86
Losses paid since organization.....	\$ 362,908.82

The losses in 1909 were on 47 risks, totaling \$84,578.72 net.

To the financial statement Mr. McCotter adds:

"The company's history demonstrates the purpose for which it was established: 1st. Selected elevators insured by themselves; 2d, repeated inspections by the company and the owners; 3d, reduction of fire dangers; 4th, economy of supervision.

"Through the co-operation of grain dealers in this company there has been distributed to those unfortunate in having losses over \$360,000, but at a saving to the policyholders from the schedule rates of over \$425,000. A large portion of the saving is made on the permanent and short term grain insurance, illustrated by over \$4,000,000 grain insurance written since July 1, 1909, of which \$2,887,975 is still in force.

"The permanent increase in business for 1909 was \$1,775,000, a growth of 19 per cent. The losses were about \$12,000 less than for 1908, or a loss ratio of 27.3 per cent of a full premium. The expenses were 17 per cent."

Samples of New Argentine wheat reached Chicago on January 19 by mail by Slaughter & Co. from the Rosario district. It showed the effect of frost damage and was not as good in quality as the samples of old crop wheat. Nevertheless, local experts claimed that the wheat was of excellent milling quality and would classify here as about No. 3 hard winter.

There Are Two Kinds of Ellis Grain Driers

☞ Hot Air Machines, with capacities of from 50 to 2,000 bushels per hour, handling the poorest grades of damp grain.

☞ Cold Air Driers and Conditioners, with capacities from 100 to 4,000 bushels per hour. They are the most successful machines in the world for raising the grade and improving the carrying qualities of all classes of grain.

The Ellis Drier Co.

Postal Telegraph Bldg.

Chicago

MICHIGAN MILLERS' MUTUAL FIRE INSURANCE COMPANY.

A. D. Baker, secretary of the Michigan Millers' Mutual Fire Insurance Company, in presenting the twenty-eighth annual report, under date January 1, 1910, among other things says:

"The year just ended was a satisfactory one for this company. We experienced the usual steady growth in our business, increasing our premium notes over \$245,000 and our reinsurance reserve over \$78,000. These two items indicate the growth in the volume of our business. The total cash assets of the company show a gain of over \$26,000, but in our net cash surplus we suffered a loss, our surplus now standing at a little over \$400,000.00. This reduction in surplus is due to the fact that although our losses on flour mills and elevators for the past year were unusually severe (being the heaviest in our history) the cost of your insurance was not increased. We paid our usual 60 per cent dividends and let our ample surplus take the loss. This year is another object lesson in the value of a surplus fund as this is the third year in our history when the surplus has taken up the heavy losses without increasing the cost to our members. The insurance expense to the millers is thus made an even tax which they can count upon with reasonable certainty, and is not subject to extreme fluctuation in either direction."

FINANCIAL STATEMENT.

Assets.	
First Mortgage Bonds	\$ 142,630.00
Government and municipal bond.....	411,073.96
Home office building.....	12,000.00
Cash in bank and office.....	269,882.92
Cash on deposit with treasurer of Manitoba	10,000.00
Interest due and accrued.....	12,188.83
Premiums due (net)	81,025.69

Cash assets	\$ 838,801.40
Premium notes (net value).....	2,191,275.52

Total assets

Liabilities.	
Losses in Process of Adjustment.....	\$ 31,845.30
Reinsurance Reserve	395,492.97
All other Claims	4,000.00
Permanent Fund	100,000.00

Total Liabilities

Net Assets	\$2,498,728.65
Net cash assets, including permanent fund, \$497,463.13.	

The total losses for the year were \$457,238.70, and for all former years, \$2,385,519.07.

MILL OWNERS' MUTUAL FIRE INSURANCE COMPANY OF IOWA.

J. T. Sharp, secretary of the Mill Owners' Mutual Fire Insurance Company of Iowa (Des Moines), has made the following thirty-fifth annual statement of the condition of that company on January 1, 1910:

Receipts.	
Premiums and Assesments.....	\$ 213,684.40
Interest, etc.....	18,007.75
Mortgage Loans.....	21,900.00
Cash in Bank Jan. 1, 1909.....	24,317.74

\$ 277,909.89

Disbursements.	
Losses	\$ 72,904.63
Premiums Returned.....	32,862.66
Expenses	32,043.67
Mortgage Loans.....	92,400.00
Cash in Bank Jan. 1, 1910.....	47,698.93

\$ 277,909.89

Assets.	
Farm Loans (First Mortgage).....	\$ 300,972.10
Interest Accrued (Not Due).....	8,153.63
Premiums and Assessments in course of collection	9,912.62
Cash in Bank Jan. 1, 1910.....	47,698.93

\$ 366,737.28

Liabilities.	
Guarantee Deposits (Face Value).....	\$ 177,623.70
Losses Reported (Estimated).....	100.00
Losses Resisted	4,464.47

\$ 182,188.17

Insurance.	
In Force	\$11,252,455.00
Deposit Notes (Face Value).....	1,694,968.39

Amount at risk 1909, \$11,252,455; annual premium, \$355,247.32; losses and expenses, \$104,948.30; net saving, \$250,299.02.

The following statement covers the operations of the company since organization in 1876:

Receipts.	
Premiums and Assessments.....	\$2,368,994.07
Interest, etc.	107,089.54

\$ 2,476,083.61

Disbursements.	
Losses	\$ 1,546,685.13
Premiums Returned	187,919.91
Expenses	392,807.54
Mortgage Loans	300,972.10
Cash in Bank Jan. 1, 1910.....	47,698.93

\$ 2,476,083.61

The losses and expenses of this Company have averaged a trifle less than 50 per cent of one annual premium for thirty-five years, which is equivalent to an annual dividend of over 50 per cent.

Grain and Seeds

FOR SALE.

Medium and Mammoth Clover Seed, free from Buckhorn.

NATHAN & LEVY, Fort Wayne, Ind.

CLOVER FOR SALE.

Medium or Mammoth Clover for sale. For samples and prices write

WALTER G. TRUMPLER, Tiffin, Ohio.

HOT AND DAMAGED CORN WANTED.

We will buy hot and damaged corn of every description. Name prices.

L. F. MILLER & SONS, Philadelphia, Pa.

NORTHERN SEED OATS FOR SALE.

This year try oats raised in the hardy Northwest climate. It is heavy, clean, and rust resisting.

FARGO SEED HOUSE, Fargo, N. D.

SEED CORN FOR SALE.

Write us for wholesale prices on any variety of field corn—carefully graded shelled corn or ear corn. Write for samples.

MIAMI VALLEY SEED CO., New Carlisle, Ohio.

FLOUR AND MILL FEEDS.

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products.

ANSTED & BURK CO., Springfield, Ohio.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

FOR SALE.

A 12-horsepower St. Marys Gas and Gasoline Engine, practically new. Complete with standard equipment. Bargain price. Address

JASPERSON SUPPLY CO., St. Marys, Ohio.

FOR SALE.

Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address.

JAMES M. MAGUIRE, Campus, Ill.

FOR SALE.

For sale, a 200-bbl. roller flouring mill complete with elevator in best of spring wheat section. Steam power, electric lights, etc., and everything first class. Price \$12,000, one-half cash, balance easy terms.

TINSLAR LAND CO., Drayton, N. D.

OHIO HAY AND GRAIN ELEVATOR FOR SALE.

Grain and hay elevator in Hamilton county, Ohio, on Big Four R. R. and on trolley line. Only elevator within 19 miles. Will pay for itself the first year. Price: \$4,000, \$2,000 down. Also have good water power flour mill for sale cheap.

NATIONAL MILL EXCHANGE, New Philadelphia, Ohio.

IOWA ELEVATOR FOR SALE.

Elevator of 15,000 bushels capacity on main line of C. & N. W. R. R. in Western Iowa. Coal and lumber business in connection. Yearly lumber sales, \$10,000; coal sales, \$2,500; grain 100,000 bushels. Buildings on owner's ground. No trade considered. For further information write M. R. BOX 2, Care American Elevator and Grain Trade, 315 Dearborn St., Chicago, Ill.

FOR SALE.

Small mill, fully equipped and running. Stock of grain, farm implements, phosphates, gasoline, oils, etc. Everthing new and in good condition. Located in flourishing southern Vermont town on main street and railroad. No competition within six miles. Send for complete description. A real opportunity at small price. Owner has other interests. Address

LOCK BOX 218, Readsboro, Vt.

MACHINERY

BRUSH AND SCOURER FOR SALE.

Victor No. 2. Brush and Scourer for sale. Address LYONS MILLING CO., LYONS, KAN.

ENGINES FOR SALE.

Gasoline engines for sale; 5, 7, 10, 20, 30 and 45 horsepower.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

ENGINE FOR SALE.

A 30-horsepower gas engine for sale. Can be adjusted for gasoline at very small expense. Will sell at half price. Write

S. BASH & CO., Fort Wayne, Ind.

BARGAIN IN ENGINE AND BOILER.

A 20-horsepower engine and 25-horsepower boiler. Atlas make, in good running order. Will sell at a big bargain, as I have just installed electric power.

B. NOFTSGER, Rochester, Ind.

FOR SALE.

One new Improved Dustless Eureka Elevator Separator; built by S. Howes Company; largest size made; good as new. Address

CLEANER, Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

Two boilers, 72 x 18; head, ½-inch steel; shell, ¾-inch; flues, 4-inch; 88 pounds pressure; made by Murray Iron Works Co. Apply

ROSENBAUM BROTHERS, 77 Board of Trade, Chicago.

RANDOLPH SERVICE

Securing highest cash Grain prices.

Executing future orders perfectly.

Reports on Stocks and Bonds based on systematic study of conditions.

Make me prove it with your business for a while.

H. H. RANDOLPH

MEMBER CHICAGO BOARD OF TRADE
GRAINS, STOCKS AND BONDS
CORN EXCHANGE BANK BUILDING,
CHICAGO

HISTORY OF MAY CORN

My "History of May Corn" Circular B gives exhaustive data, covering the fall marketing season and the question of the ultimate value level.

E. W. WAGNER

98-99-100 Board of Trade CHICAGO

SCALES

SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS WANTED

WANTED.

Elevator or mill and elevator for good improved Illinois or Iowa farm. Address

IOWA, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.



SAVE TIME, LABOR, FUEL

and avoid exposure to the weather, by installing a **Schmitz Scale Ticket Passer**

By its use the ticket is passed from the office to teamster with one movement of the hand.

Write for full particulars to
J. A. SCHMITZ
2811 North Hermitage Avenue
CHICAGO

I Will Send My Scale on Approval



To any businesslike farmer who knows the profit in buying, selling and feeding by weight and not by guess. Forty-five years ago I first fought the scale trust by selling to the buyer in my original "freight paying, free trial before settling plan". I have invented the **BEST** Steel Frame Scale made sell for less than any other reliable scale. I send it on approval



and ask no money until satisfactory. New compound beam and beam introductory discount on first approval. Let me send a free price list and "JONES He Pays The Freight"

No. 36 M St. Binghamton, N. Y.

ROOFING AND SIDING

SYKES STEEL ROOFING CO.

114 W. 19th Place, Chicago

MAKERS OF FIREPROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

Corrugated Iron and Metal Roofing For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

GRAIN RECEIVERS

HAMBURG, Germany

ESTABLISHED 1855.

R. LIEFMANN SÖHNE NACHF

(R. LIEFMANN SONS SUCCRS.)

WHOLESALE MERCHANTS IN CLOVER AND GRASS SEEDS

SPECIALTIES:

RED CLOVER, WHITE CLOVER and ALFALFA

HAMBURG, GERMANY

OFFICE:
24-26 Brandstwierte

CABLE ADDRESS:
Liefmanns

WAREHOUSES:
24-26 Brandstwierte 117-131 Bank Str.
11-17 Engel Str.

We are always buyers of American Clover and Grass Seeds, and Siftings and Screenings of same. Buy smaller and larger quantities. Please send large samples with lowest price delivered New York or c. i. f. Hamburg. Shall make payment in New York through our bankers there.

We are also large exporters of European Clover and Grass Seeds our special lines being Red Clover, White Clover and Alfalfa. Will be glad to have your inquiries for samples and prices. Our New York agent is Mr. I. L. Radwaner, No. 539 E. 149th Street.

CLEVELAND

The Union Elevator Co.

BUYERS AND SHIPPERS

Wheat, Corn, Oats, Hay and Straw

Our Speciality: Recleaned Illinois Shelled Corn
CLEVELAND, O.

MILWAUKEE

O. MOHR, Mgr.

G. C. HOLSTEIN, Sec'y-Treas.

Mohr-Holstein Commission Co.

29 Chamber of Commerce
MILWAUKEE

Sample Grain a Specialty

BRANCH OFFICES AT CHICAGO AND MINNEAPOLIS

D. G. Ellsworth, President H. H. Peterson, Vice-President
E. H. Hiemke, Secretary

L. Bartlett & Son Co. GRAIN

COMMISSION MERCHANTS

Room 23 Chamber of Commerce Building
MILWAUKEE, WIS.

OUR SPECIALTIES:

Malting Barley Milling and Distilling Rye

FAGG & TAYLOR, Shippers
MILWAUKEE, WIS.

NEW YORK CITY

L. A. MOREY CO.

SUCCESSORS TO
Jones and Morey Co
GRAIN

Brokerage and Commission.

C 1 and 2 Produce Exchange NEW YORK
CONSIGNMENTS SOLICITED
MEMBERS { Chicago Board of Trade
New York Produce Exchange
National Grain Dealers' Association

FORBELL & KIPP

Commission Merchants

342 Produce Exchange NEW YORK

Try us with consignments of oats and corn.
We are Specialists in these grains and
are strictly Commission Merchants.

Cushing & Brandt

Commission Merchants & Grain Brokers
Liberal Advances on Consignments

424 Produce Exchange New York

MEMBERS
New York Produce Exchange Chicago Board of Trade
Buffalo Chamber of Commerce Buffalo Corn Exchange
Grain Dealers' National Association

BROOKLYN HAY & GRAIN CO.

HAY, STRAW AND GRAIN
COMMISSION MERCHANTS

ON ALL MARKETS IN NEW YORK HARBOR

Office: Borough of Brooklyn, New York

SUFFOLK

Suffolk Brokerage and Purchasing Agency
SUFFOLK, VA.,

Hay, Grain, Feed, Etc.

Your Business Solicited.

We can furnish storage if necessary.

KANSAS CITY

R. J. THRESHER, Pres.

L. A. FULLER, Sec'y

THRESHER-FULLER GRAIN CO.

Grain Commission Merchants

CONSIGNMENTS SOLICITED

Grain Bought and Sold for Future Delivery

311-14 Board of Trade KANSAS CITY, Mo.

If you want the best possible service
consign your grain and send your
orders for futures to

Ernst-Davis Grain Co.

KANSAS CITY, MO.

MEMBERS

Kansas City Board of Board
Chicago Board of Trade.
St. Louis Merchants' Exchange.

GRAIN RECEIVERS

CHICAGO


E. W. BAILEY & CO.
Commission Merchants

GRAIN, SEEDS AND PROVISIONS

72 Board of Trade

CHICAGO


POPE & ECKHARDT CO.

Commission Merchants

Grain and Seeds

317-321 Western Union Building

CHICAGO

J. ROSENBAUM GRAIN CO.

(INCORPORATED)

GRAIN MERCHANTS

CHICAGO


RUMSEY & COMPANY
COMMISSION MERCHANTS

Consignments a Specialty for Forty Years

 Branch Offices
 PEORIA
 ST. LOUIS

 I. P. RUMSEY
 FRANK M. BUNCH
 HENRY A. RUMSEY

CHICAGO

GEO. S. DOLE, Pres. H. N. SAGER, Sec.

J. H. DOLE & CO.

(Established 1852)

Commission Merchants, Grain and Seeds

 We solicit your
CONSIGNMENTS
 and orders in futures

226 La Salle Street,

CHICAGO

PHILIP H. SCHIFFLIN, Pres. EUGENE SCHIFFLIN, Secy.-Treas.

PHILIP H. SCHIFFLIN & CO.

INCORPORATED

Commission Merchants

 515-518 Postal Telegraph Bldg.
 CHICAGO, ILLINOIS

 Consignments of all kinds of Grain and Field
 Seeds a specialty

Lamson Bros. & Co.

ESTABLISHED 1874

Commission Merchants

...AND...

Track Buyers of Grain

6 Board of Trade

CHICAGO

BRANCH OFFICES IN IOWA

 Des Moines
 Iowa City
 Parkersburg
 Sioux City
 Council Bluffs

 Ft. Dodge
 Storm Lake
 Iowa Falls
 Independence

 Cedar Rapids
 Waterloo
 Mason City
 Atlantic

Ask for Bids

Consignments Solicited

CHICAGO

C. H. THAYER & CO.

GRAIN, SEEDS, FUTURES

Your Consignments and Future Orders Solicited

 Our untarnished record for more than a quarter of a
 century, backed up with over \$100,000.00 capital, certainly
 speaks for itself.

2 and 4 Sherman St., CHICAGO

Minneapolis

Milwaukee

St. Louis

Kansas City

Hulburt, Warren & Chandler

 Stock Brokers and Commission
 Merchants, Grain and Provisions

 Business solicited in any department
 Receiving, Shipping, Futures

202 LA SALLE ST.

CHICAGO

 Good Prices
 Prompt Returns
 Very Best Attention

AND W. A. FRASER CO.

"They're Running Mates"

MINNEAPOLIS

CHICAGO

MILWAUKEE

 My customers do a profitable business
 because I handle their consignments profit-
 ably at this end. Try me on your Chicago
 cash or future business.

B. S. ARMSTRONG

Postal Telegraph Building

Chicago, Ill.



J. H. WARE E. F. LELAND

 Consign your grain and seeds and send your
 Board of Trade Orders to

WARE & LELAND

400-410 Postal Telegraph Bldg. :: CHICAGO

Long Distance Phones : Harrison 4867 and 4868

 GRAIN, PROVISIONS,
 STOCKS AND COTTON.

Write for our Daily Market Letter

Your Interests Are Our Interests

 Special attention given to cash
 grain shipments

GRAIN RECEIVERS

CHICAGO

A. L. SOMERS, Pres. C. W. BUCKLEY, Sec'y and Treas.

SOMERS, JONES & CO.

(Incorporated)
 COMMISSION MERCHANTS
 82 Board of Trade Bldg., Chicago
GRAIN AND FIELD SEEDS
 CONSIGNMENTS AND ORDERS FOR FUTURE DELIVERY
 SOLICITED. :: LIBERAL ADVANCES ON CONSIGNMENTS

Square Dealing

and Top prices.

If we
 have not
 handled
 your
 Chicago
 Business,
 try us.



Suite 36,
 Board of Trade
 Bldg., CHICAGO.

Grain Re-
 ceiving
 and
 Commis-
 sion
 Mer-
 chants.

BOGERT, MALTBY & CO.

(INCORPORATED)

COMMISSION MERCHANTS

Correspondence and Consignments Solicited
 Orders for futures delivery carefully executed.
 Screenings and Mill Feed

306-308 Postal Telegraph Bldg., CHICAGO

W. H. MERRITT & CO.

GRAIN BUYERS AND SHIPPERS

CORRESPONDENCE SOLICITED

87 Board of Trade CHICAGO, ILL.

J. C. Shaffer & Co.

BUYERS AND SHIPPERS OF GRAIN

240 LaSalle St. Chicago

F. E. WINANS & CO.

GRAIN AND FIELD SEEDS COMMISSION MERCHANTS

Barley, Oats, Wheat, Corn, Rye, Timothy, Clover,
 Flax, Hungarian Millet
 6 SHERMAN STREET, CHICAGO

Write us freely on all matters pertaining to grain and field
 seeds. Your questions fully and cheerfully answered; partic-
 ular attention paid to timothy seed and grain by sample.
 Consignments and speculative orders receive our careful
 personal attention.

ARMOUR GRAIN CO.

GRAIN DEALERS

CONSIGNMENTS SOLICITED. This
 department is fully equipped in every
 way to give the very best service in
 Chicago.

205 La Salle St. CHICAGO

FREEMAN BROS. & CO.

Hay, Straw and Grain COMMISSION MERCHANTS

Correspondence and Consignments 66 Board of Trade
 Solicited. . . . Market Reports on
 Application. CHICAGO, ILL.

Grain bought and sold for future delivery.

CHICAGO

For Intelligent, Prompt and Efficient Service

Consign to

Rosenbaum Brothers

Commission Merchants

77 Board of Trade Chicago

J. K. HOOPER President ERVIN A. RICE Vice-President E. G. BROWN Secy-Treas.

HOOPER GRAIN CO. OAT SHIPPERS

Postal Telegraph Bldg., Chicago

OPERATE ATLANTIC ELEVATOR AND GRAND
 TRUNK WESTERN ELEVATORS, CHICAGO

H. M. PAYNTER GRAIN COMMISSION

Special attention given consignments of grain
 and seeds

Orders in futures carefully executed

700-718 Royal Insurance Bldg., Chicago

All business transacted through and confirmed by
 H. W. Rogers & Bro.

H. W. ROGERS, Pres. J. C. ROGERS, Vice.Pres. C. J. HURLBUT, Sec'y and Treas.

ROGERS GRAIN CO.

(Incorporated)

Buyers, Shippers and Exporters of
GRAIN

Elevator Proprietors on Illinois Central and other
 Railroad Systems

Main Office: 700-701 Royal Insurance Building CHICAGO

DETROIT

A. S. DUMONT R. C. ROBERTS R. L. HUGHES

Dumont, Roberts & Co.

RECEIVERS GRAIN SHIPPERS

Chamber of Commerce
 DETROIT, MICH.Merchants Exchange
 DECATUR, ILL.

Consignments Solicited. Ask for our bids and quotations.

CAUGHEY & CARRAN DETROIT, MICH.

Grain and Seed Merchants and Commission
 OUR SPECIALTY: OATS AND CLOVER SEED

We handle Beans, Barley, Rye, Corn, Wheat. Try us. Liberal
 advances.

OFFICES: 620 to 624 Chamber of Commerce
 ELEVATOR and SEED HOUSE: Cor. 14th and Baker Sts.

LANCASTER

DO YOU REALIZE

That country trade always pays you
 best in every way?

We work a large country business.
 See the point?

JONAS F. EBY & SON, LANCASTER, PA.

ST. LOUIS

Slack=Fuller Grain Co.

RECEIVERS AND SHIPPERS OF

GRAIN

CONSIGNMENTS SOLICITED

208 Merchants' Exchange ST. LOUIS, MO.

Ship your Grain, Hay and Seeds to

John Mullally Com. Co.

St. Louis, Mo.

Best of attention paid at all times to all consignments.
 Members St. Louis Merchants' Exchange and Chicago
 Board of Trade.

PICKER & BEARDSLEY COM. CO.

St. Louis, Mo.

GRAIN, HAY and GRASS SEEDS

We protect your interest on grades and weights and make
 prompt returns. Try us for RESULTS when you ship to
 St. Louis. Established 1876.

Thos. Cochrane, Lincoln, Neb. M. W. Cochrane, St. Louis.

Cochrane Grain Co.

Receivers and Shippers of

GRAIN AND HAY AND SEEDS

305 and 306 Chamber of Commerce, ST. LOUIS

MARSHALL HALL, Pres. J. B. BETHUNE, Secy.-Treas.

W. L. Green Commission Co.

GRAIN

Members { Merchants Exchange of St. Louis.
 { Chicago Board of Trade.

203 Merchants Exchange, ST. LOUIS, MO.

WHY?

SEND YOUR GRAIN TO US—
 BECAUSE WE ARE BOTH PRAC-
 TICAL GRAIN MEN AND ARE

ALWAYS ON THE JOB

THEREFORE WE GET YOU BEST RESULTS

POWELL & O'ROURKE
 ST. LOUIS MERCHANTS EXCHANGE

CONNOR Bros. & Co.

Is a Good House

We want

ST. LOUIS Grain & Hay
 Consignments

FUTURE ORDERS EXECUTED
 ST. LOUIS AND CHICAGO

GRAIN RECEIVERS

TOLEDO

C. A. King & Co.

Going Some 1910. Started 1846.

C. A. King joined angels 1893. Frank I. King still among the wicked. Our boy Solomon christened in 1892. Our little King joined gang in 1908. Our office force contains some veterans and more young colts. Our capital is not all wind. Send us your Chicago and Toledo orders for grain, clover seed and provisions. Get wise! Read our Specials. Be friendly. Write occasionally.

JOHN WICKENHISER & CO, Buyers and Shippers of Grain

We buy F. O. B. your station for direct shipment to interior points.

Personal attention to consignments.

TOLEDO, OHIO

Frederick W. Rundell James E. Rundell
ESTABLISHED 1877

W. A. RUNDELL & CO. Grain and Seeds

CASH AND FUTURES

Consignments Solicited Ask for our Daily Grain Bids
Room No. 33 Produce Exchange, TOLEDO, O.

ESTABLISHED 1868

SEEDS

We will buy or sell Red and Alsike Clover, also Timothy Seed. Try us.

S. W. FLOWER & CO., - Toledo, Ohio

FRED MAYER FRED JAEGER
ESTABLISHED 1879.

J. F. ZAHM & COMPANY

TOLEDO—OHIO

Specialists on handling consignments of grain and seeds and filling orders for futures.

Pay Drafts promptly on all consignments.

Our Daily Red Letter will be sent it. for the asking

INDIANAPOLIS

GEO. L. STEBBINS

FRANK A. WITT

STEBBINS-WITT GRAIN CO. Grain Commission and Brokerage

715 Board of Trade, INDIANAPOLIS, IND.

Consignments and Correspondence Invited.

BALTIMORE

LOUIS MÜLLER, Pres't. JOHN M. DENNIS, V.-Pres't.
FERDINAND A. MEYER, Treas.
THOMAS C. CRAFT, JR., Ass't Treas.

LOUIS MÜLLER CO. Grain Receivers and Exporters BALTIMORE, MD.

Members of the Baltimore Chamber of Commerce, Chicago Board of Trade, St. Louis Merchants' Exchange, Grain Dealers' National Association, Indiana Grain Dealers' Association.

CHAS. ENGLAND & CO.

RECEIVERS OF

GRAIN and HAY

308-310 Chamber of Commerce
BALTIMORE, MD.

CAIRO

REDMAN, MAGEE & CO.

GRAIN

DELTA ELEVATOR, Cairo, Ill.

PHILADELPHIA

L. F. MILLER & SONS,

Receivers and Shippers of

GRAIN, FEED, SEEDS, HAY, ETC.

OFFICE: 2931 N. BROAD ST., PHILADELPHIA, PA.
CONSIGNMENTS SOLICITED. Special attention given to the handling of CORN AND OATS.

REFERENCES: { Manufacturers' National Bank, Philadelphia, Pa.
Union National Bank, Westminster, Md.

MINNEAPOLIS



F. H. PEAVEY & CO.

MINNEAPOLIS,

GRAIN RECEIVERS

MINN.

Consignments Solicited.

MILLING WHEAT A SPECIALITY

PEORIA

ESTABLISHED 1875.

P. B. & C. C. MILES Grain Commission Merchants BUYERS AND SHIPPERS

36-37 Chamber of Commerce, PEORIA, ILL.

A. G. TYNG, Jr.

D. D. HALL

TYNG, HALL & CO. Grain and Commission Merchants

Rooms 33 and 35 Chamber of Commerce
PEORIA, ILLINOIS

BUFFALO

W. W. ALDER, Pres. T. J. STOFER, Treas.
F. J. HEINMILLER, Secy.

ALDER GRAIN CO. Consignments a Specialty

833 Chamber of Commerce, BUFFALO, N. Y.
504 Board of Trade, Indianapolis Ind.
Lahr Block, La Fayette, Ind.

Electric Elevator and Milling Co.

Chamber of Commerce, Buffalo, N. Y.

Elevator Capacity 2,000,000 bu.

Has facilities for cleaning, separating, clipping and sacking grain. Receives and stores all rail and lake grain.

We Solicit Consignments

L. S. CHURCHILL, President
G. W. BARTLETT, Treasurer

The Churchill Grain & Seed Co.

Commission Orders Executed. Grain and Seed Bought and Sold

Offices: Buffalo, N. Y. Members
Toledo, Ohio New York Produce Exchange
Seed Warehouse: Toledo Produce Exchange
Located at Toledo, Ohio Buffalo Corn Exchange

W. E. TOWNSEND

A. T. WARD

TOWNSEND-WARD CO.

GRAIN COMMISSION

Buffalo, - - - New York

We solicit your consignments for Buffalo market



THE TALK OF THE TRADE

The Beall MOTIONLESS Screen Cleaner

(Patent applied for)

Some of its advantages
over other cleaners are:

The screens are motionless—stationary.

They have absolutely no vibration.

Nor does any part of the machine shake or vibrate.

It requires no bracing, either at first or at any future time.

It handles cobs and corn from sheller, shelled corn, wheat, oats, rye, barley, etc.

Its capacity is practically unlimited.

The grain is carried upon the screens by traveling rods.

These rods run slow.

They drag large foreign material over the end of the screen.

They keep the openings in the screen open *all the time*.

It is *impossible* for the openings to clog up.

There are *no eccentrics* about the machine.

It never has to be balanced.

The bearings will run years without attention.

It relieves you of all worry about balancing, babbitting, screen cleaning, etc.

It can be built to discharge grain at the feed end or at the discharge end.

It can be built to occupy same space your present cleaner occupies.

It will fit under almost any elevator turn head.

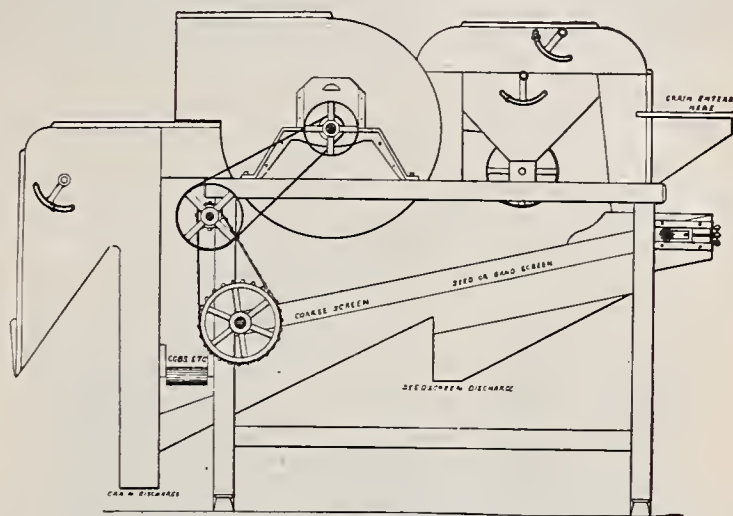
The fan can be placed in front, at one side, or on top.

It saves time, repairs and trouble at critical moments.

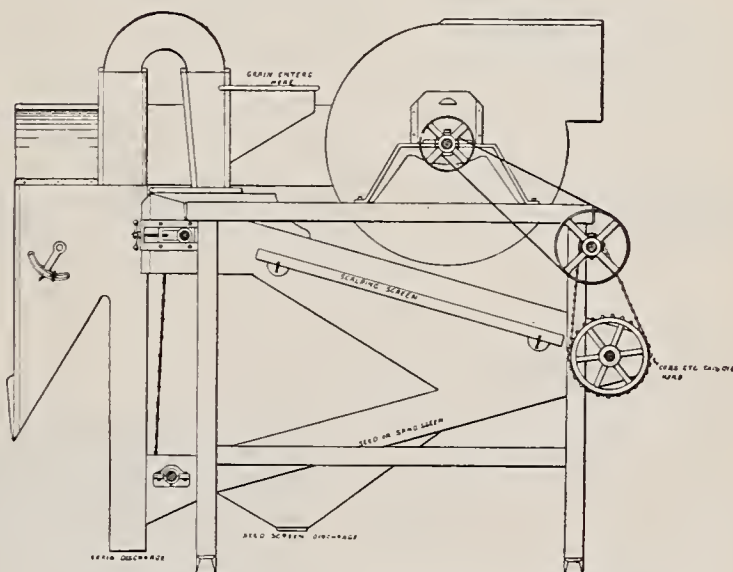
Read full description of it
on page 429 of this Journal

Manufactured exclusively by

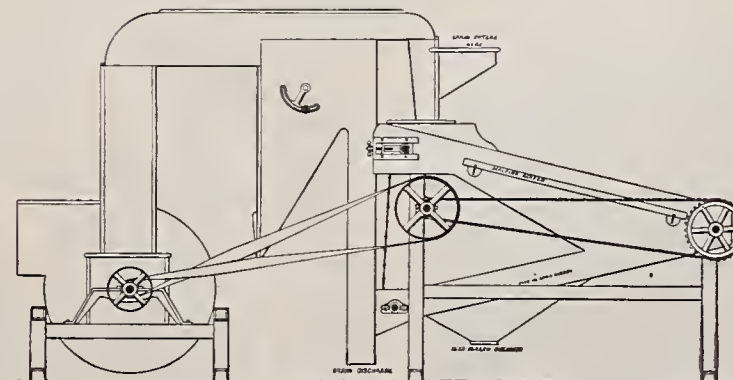
The Beall Improvements Co.
DECATUR, ILL.



As built above, the grain enters at one end and discharges at the opposite end.



When built like this the grain enters and discharges at the same end.



When built like this the grain enters and discharges at the same end and the fan can be placed anywhere desired, separate from the machine.

A Fireproof Concrete Grain Elevator



And Smoke Stack Built in 60 Days

Waiting for the completion the mill building and power house

Macdonald Engineering Co.

Monadnock Bldg.,

Chicago

Witherspoon-Englar Company

Designers and Builders of

FIREPROOF Grain Elevators



Cut shows four reinforced concrete grain tanks 30 ft. diameter, 60 ft. high, connected with brick operating house 30x60 feet, erected for the American Maize Products Co. at Roby, Ind.

Designs and estimates promptly furnished for all kinds of buildings for the handling and storage of grain in any locality.

1244-1250 Monadnock Building, Chicago, Ill.

John S. Metcalf Co.

Builders of

Terminal Elevators

Concrete Storage Bins

Transfer Elevators

Drawings and Specifications

THE TEMPLE, CHICAGO

FIRE-PROOF GRAIN ELEVATORS CONCRETE OR STEEL BINS



WHEELER ELEVATOR, BUFFALO, N. Y.

MONARCH ENGINEERING CO.

Engineers and Contractors

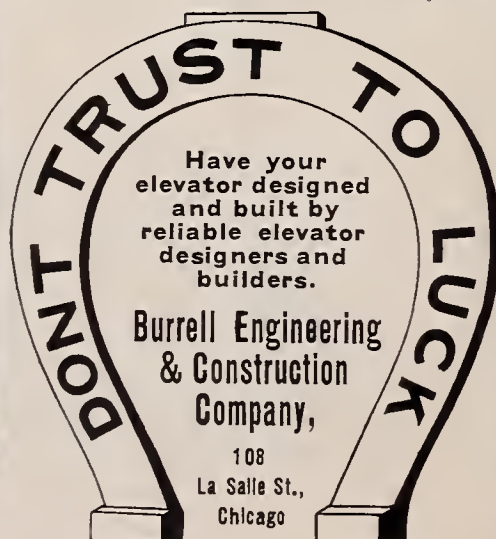
Chamber of Commerce

BUFFALO, N. Y.

WRITE US FOR PRICES



Long Distance Telephone
Main 799



JAMES STEWART & CO.

GRAIN ELEVATOR DEPARTMENT

1811 Fisher Building
W. R. SINKS, Manager

CHICAGO
R. H. FOLWELL, Engineer



Grand Trunk Pacific Railway Co. Elevators in Process of Construction at Fort William, Ont. Capacity 3,500,000 Bushels.

We Build Grain Elevators, Any Type of Construction, in Any Part of the World

Also General Contractors with Offices in the Following Cities,
Wire, Write or Call Personally.

NEW YORK, Hudson Terminal Building
PITTSBURG, PA., Westinghouse Building
SAN FRANCISCO, CAL., 709 Mission Street
CANADIAN STEWART CO., Ltd., Montreal, Can., Eastern Townships Bank Building
FORT WILLIAM, Ontario, Canada
ST. LOUIS, MO., Bank of Commerce Building
NEW ORLEANS, LA., Hibernia Bank Building
DENVER, COLO., 1st National Bank Building



Elevator "D," Duluth, Minn.

Reinforced Concrete First Story Frame
Vitrified Tile Bins To Cupola Floor
Steel Frame Cupola Enclosed with Tile
Reinforced Concrete Annex Storage Tanks

This thoroughly modern plant built entirely
from our own designs

CAPACITY OF ELEVATOR 650,000 BUSHEL
CAPACITY OF STORAGE ANNEX, 800,000 BUSHEL

THE BARNETT & RECORD COMPANY

Designers and Builders
MINNEAPOLIS, MINNESOTA

Get The Best
It Is Cheapest

Evans Wagon Dump
Perfect Control

MOULTON & EVANS

GRAIN ELEVATOR PLANS AND CONSTRUCTION
406 CORN EXCHANGE
MINNEAPOLIS, MINN.

If You Use
Motors—Better Use
Evans Motor Attachment
Saves Trouble

Telephone, Monroe 1614

OLSON BROTHERS & CO.

ENGINEERS and CONTRACTORS

Grain Elevator Construction Power Transmission
Elevating and Conveying Machinery

2418-2422 Bloomingdale Avenue

Telephone Humboldt 2373

CHICAGO



Fred Friedline & Company

DESIGNERS AND BUILDERS

Transfer, Terminal and Country Elevators,
Warehouses, Tankage in Frame, Iron-Clad
or Fire-Proof Construction, Concrete Tanks

Plans and Specifications a Specialty.
Write for Sketches and Estimates.

253-261 La Salle Street, CHICAGO.



The No Back Pressure "1905" CYCLONE Dust Collector

"The 1905 Cyclone is from 27% to 39% more efficient than the old Cyclone considering both power consumed and quantity of air discharged."

"The velocity of air on suction side of fan is always greater in the "1905" Cyclone Collector, due to its lower resistance and consequent greater air handling capacity."

"The per cent of loss saved by the "1905" Cyclone over the old Cyclone is from 71.2% to 80%. These losses are due to the dust collector friction and take into consideration nothing but the collector."

The Mechanical Engineering Dept.,
UNIVERSITY OF MICHIGAN.

The Mechanical Engineering Dept.,
UNIVERSITY OF MICHIGAN.

The Mechanical Engineering Dept.,
UNIVERSITY OF MICHIGAN.

The New Cyclone "1905" manufactured exclusively by

THE KNICKERBOCKER COMPANY
JACKSON, MICHIGAN



Recently Completed Mill Storage ; 6 Tanks
140,000 Bu. Capacity

Small elevators of concrete at a reasonable cost are now a possibility. Investigate the advantages. Our plans and estimates will interest.

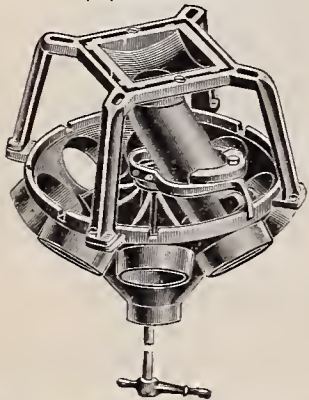
L. O. HICKOK & SON ENGINEERS AND CONTRACTORS
MINNEAPOLIS, Minn.

Elevators Storage Tanks Wood or Concrete

G. H. BIRCHARD
Contractor of
Grain Elevators
Especially Designed for Economy of
Operation and Maintenance
LINCOLN, NEB.

A "WANT AD" in the "AMERICAN
ELEVATOR AND GRAIN TRADE" will
do the business.

The Design of Hall Distributors
Is as near perfection as a mechanical
proposition can be



If you want an efficient, economical and accurate Grain Distributor, get the "HALL". It has the endorsement of the trade and of individuals. It is easily handled, very durable and occupies but little space.
Hall Distributor Co., Omaha, Nebr.
506 Range Bldg.

J. A. Horn Construction Company
Oklahoma City, Okla.
DESIGNERS AND BUILDERS OF
Grain Elevators, Alfalfa Meal Mills.
Complete Equipments Furnished.

The SCOOP TRUCK
is not a fad but a practical, profitable tool for everyday use. Here is a sample of many orders.

Wabasha, Minn., Dec. 28, 1909
Detroit Scoop-Truck Co.
The scoop-Truck shipped Dec. 18th is here and all right. Find check inclosed. Please send us one more by fast freight.
R. E. JONES CO.
Dealers in Grain, Coal and Produce.
Price \$10.00
F. O. B. Factory
Detroit Scoop-Truck Co.
2225 W. Jefferson Ave., Detroit, Mich.

P. H. Pelkey Construction Co.
CONTRACTORS
AND BUILDERS
Grain Elevators, Warehouses,
Mills, Etc.
Elevator and Mill Supplies
WICHITA, KANSAS

DIXON'S SILICA-GRAPHITE PAINT
THE PROVEN SHIELD FOR IRON AND STEEL. INERT PIGMENTS, GOOD COVERING CAPACITY, DURABILITY RECORDS IN ALL CLIMATES. Write for Booklet 17-B.
JOSEPH DIXON CRUCIBLE COMPANY, JERSEY CITY, N. J.

G. T. HONSTAIN

Contractor and Builder of

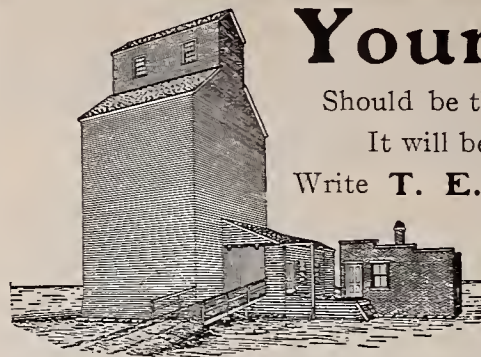
Grain Elevators

29th St. and Grand Ave.
MINNEAPOLIS - MINN.



A few elevators recently completed

Northwestern Consol. Mill. Co. Minn.	1,000,000
Nebraska City & Ill. Ele. Co. Chicago	2,000,000
Bartlett Frazier Co.	1,000,000
H. Rogers Co. St. Louis	500,000
F. H. Peavey & Co. Minneapolis	1,000,000
S. S. Linton & Co.	650,000
" " "	450,000
Interstate Grain Co.	500,000
City Elevator Co.	400,000
Security Grain Co.	400,000
Royal Milling Co. Great Falls, Mont.	100,000
Jennison Bros. Janesville, Minn.	100,000
400 country elevators	from 10,000 to 50,000



Your Elevator

Should be the best that money can buy.

It will be if IBBERSON builds it.

Write **T. E. IBBERSON**, 308-310-312
Corn Exchange, Minneapolis,
Minnesota.

He Knows How.

The Wiederholdt System

Reinforced Tile Concrete

THE MOST IMPROVED AND APPROVED SYSTEM FOR
**Grain Elevators, Mill Construction,
Grain Bins, Silos, Storage Bins,
Tanks, etc.**

BUILT EXCLUSIVELY BY

Wiederholdt Construction Co.

606-607 New National Bank of Commerce Bldg.,

ST. LOUIS, MO.

SEEDS

THE ALBERT DICKINSON CO.

DEALERS IN

GRASS SEEDS, CLOVERS, FLAX SEED, LAWN GRASS, BEANS,
PEAS, POPCORN, BIRD SEEDS, BUCKWHEAT, BAGS, ETC.
CHICAGO, Ill. Branch: Minneapolis, Minn.



Salt Lake and Jordan Mill and Elevator Co.'s
40,000 Bushel Elevator

MINNEAPOLIS STEEL & MACHINERY CO.
MINNEAPOLIS, MINN.

BRANCH OFFICES:

DENVER, COLO., 313 Mining Exchange

SALT LAKE CITY, UTAH, 324 Dooly Block

SEATTLE, WASH., 338 Globe Bldg.

EL PASO, TEXAS, 313 E. P. & S. W. Bldg.

BUTTE, MONT., 352 Phoenix Bldg.

**GOOD JUDGMENT**

for fire insurance is to select the company patronized by your fellow grain dealers. The



Is insuring over 2,200 country elevators for over \$9,000,000. For conditions to unite with them, write

C. A. McCOTTER, Secretary.

Millers' Mutual Fire Insurance Association

Of Illinois

ALTON, ILLINOIS

Established 1878

Insurance on Flour Mills and Elevator Properties.

Cash Assets - - \$366,891.05

A. R. McKinney, Sec'y

Millers' National Insurance Co.

205 LA SALLE STREET

CHICAGO - - ILL.

CHARTERED 1865

Insurance with a maximum of security at a minimum of cost for **ELEVATORS, WAREHOUSES and CONTENTS**, on the Mutual Plan.

Five-Year Policies or short term policies on grain, if required.

Semi-Annual Assessments costing about one-half Stock Company Rates.

No conflagration hazard.

Gross Assets..... \$5,288,714.18
Net Cash Surplus \$930,166.99

**MILL OWNERS
MUTUAL FIRE INSURANCE
COMPANY,
DES MOINES, IA.**

The Oldest Millers Mutual Fire Insurance Company in America

Cash Assets Over \$300,000

J. T. SHARP, Secretary.

**THE PIONEER MUTUAL
For GRAIN DEALERS**

Organized in 1897

Grain Shippers' Mutual Fire Insurance Association

IDA GROVE, IOWA

Full reinsurance reserve.
We are paying 15% CASH DIVIDENDS.
Losses paid in 12 years, \$490,341.04.
We write fire, lightning and windstorm insurance for any term. If not interested you ought to be.

Address, F. D. BABCOCK, Secretary.



DUST! DUST! GIBBS DUST PROTECTOR is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust, and is the most reliable protector known. Perfect Ventilation. Nickel-plated protector, \$1. postpaid. Circular free.

Agents wanted. **GIBBS RESPIRATOR CO.**, "B" 124 East Ave., Oak Park (Chicago), Ill.

Control the Drop of Your Grain Dump


by the use of the **Reliance Automatic Dump Controller**

Entirely under the driveway floor and takes up no room.

Easily attached to a rail, platform or dump scale.

Has control of the dump from the time that the trigger is pulled and causes it to settle down easily and without the least jerk or jar.

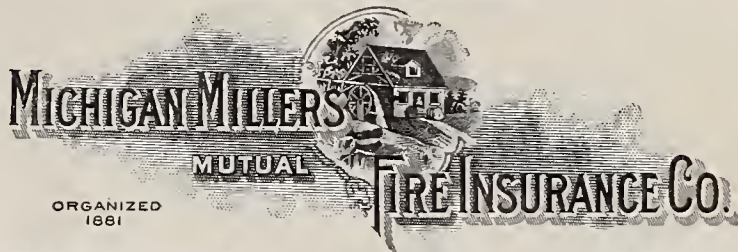
Shipped on 30 or 60 days' trial. **PRICE, \$12.00**

we also build **Grain Elevators**

Write for plans and estimates.

Reliance Construction Co.

625 Board of Trade Building,
INDIANAPOLIS, IND.

THE OLD RELIABLE


INSURES ELEVATORS AND GRAIN

LANSING, MICH.

PERMANENT OR SHORT TERM POLICIES

**JEFFREY
MACHINERY
FOR
GRAIN ELEVATORS**

INCLUDES
CONVEYERS

Spiral, Belt and Bucket types, Elevators, Sprocket Wheels, Link Belting, Elevator Boots, Chains—Standard and Special.

WE BUILD

Elevating and Conveying Systems in any capacities and to suit any conditions. Send for Catalog 81.

**THE
JEFFREY MFG. CO.,
COLUMBUS, OHIO.**

New York.
Chicago.
Boston.
St. Louis
Denver.

Pittsburgh.
Knoxville.
Charleston, W. Va.
Montreal, Canada.
Buffalo.

Wilkes Barre, Pa.

WANT ADS in this paper bring results. Rates on application.

**LEWIS
GAS ENGINES**

ALWAYS FILL THE BILL

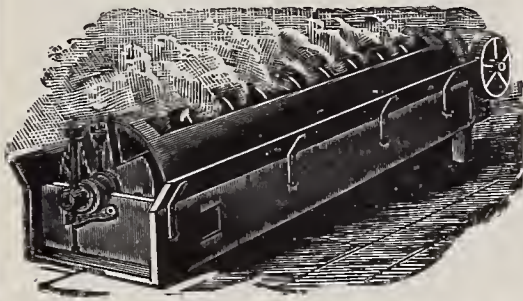
Starts without cranking. Patented features make it more durable, smoother running, easier working than ordinary engines. Automatically adjusts itself—a light impulse for light work—powerful impulse for heavy load—saving fuel, wear and tear. Sold for twenty years. Thousands in use. Tell us what you will use it for and we will recommend size and give price.

WRITE TO-DAY

J. Thompson & Sons Mfg. Co.
Dept 11, **BELOIT, WIS.**

**CHAIN BELTING
FOR
EVERY MACHINE.
WRITE FOR LOW PRICES.
THE C.O. BARTLETT & SNOW CO.
CLEVELAND, O.**

SEE THAT YOUR
CONTRACTS CALL FOR



**THE
CUTLER
STEAM
DRYER**

SOLD BY ALL MILL FURNISHERS

Not an Experiment. In successful use 25 years drying
CORN MEAL AND HOMINY.
BREWERS' GRITS AND MEAL,
BUCKWHEAT, RICE AND
ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE, CLAY AND ORES

Automatic in operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.
CATALOG ON REQUEST

Don't Buy Gasoline Engines

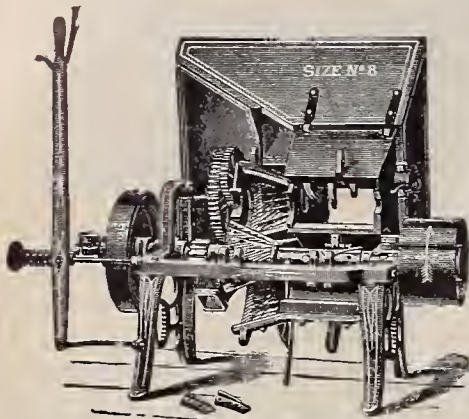
space occupied and practical overcoming of vibrations. Costs less to buy—less to run. Send for Catalogue.

THE TEMPLE PUMP COMPANY, Manufacturers,

until you investigate "The Master Workman," a two-cylinder gasoline, kerosene or alcohol engine, superior to any one-cylinder engine; revolutionizing power. Its weight and bulk are half that of single-cylinder engines, with greater durability. Endorsed by the Board of Underwriters. Especially adapted for grain elevator work, owing to steady pull, quick and easy starting, small

This is our 55th year. **Meagher and 15th Streets, CHICAGO**

Bowsher's All-Around Feed Mill



(Sold with or without sacking elevator)

It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS, DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

YOU NEED a mill now. Quit THINKING about it. COMMENCE to investigate. Give US a chance and we'll tell you WHY we think ours is the best.

SEVEN SIZES: 2 to 25 H. P.
Circular sent for the asking.

Drive pulley overhung. Belt to it from any direction. Makes complete independent outfit.

THE N. P. BOWSHER CO., South Bend., Ind.

Did It Ever Occur to You

That the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it. We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54-inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

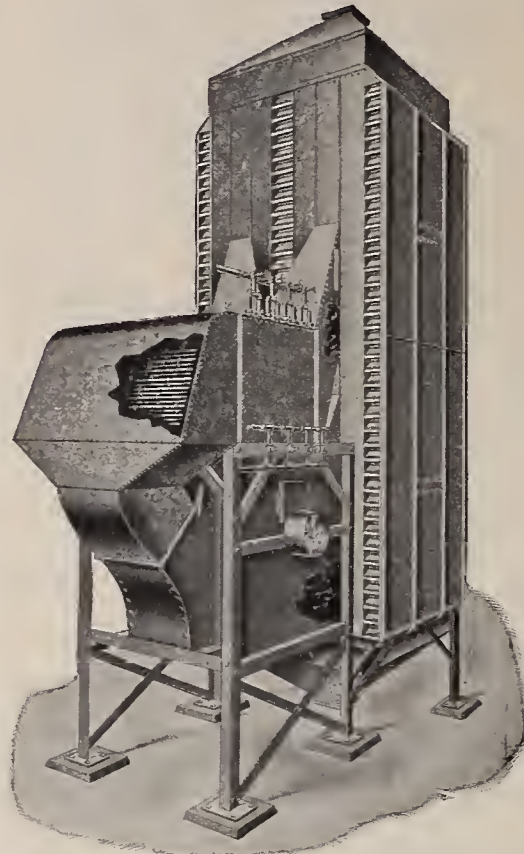
THE
STRONG-SCOTT MANUFACTURING CO.
MINNEAPOLIS, MINN.

Northwestern Agents for The Great Western Mfg. Co., Richardson Automatic Scales, Invincible Cleaners, Knickerbocker Dust Collectors

HESS=DRIED

IS

Best Dried



HESS GRAIN DRIERS are used everywhere, by Grain Handlers, large and small.

We make small sizes for country elevators and large ones for terminal elevators; eight regular sizes in all.

No. 3 Ideal HESS Drier and Cooler.

The Car-load a Day size.

Send for Booklet.

Hess Warming and Ventilating Co.

910 Tacoma Bldg., CHICAGO.



We have 20 Scale warehouses to save you Time, Freight and Trouble.

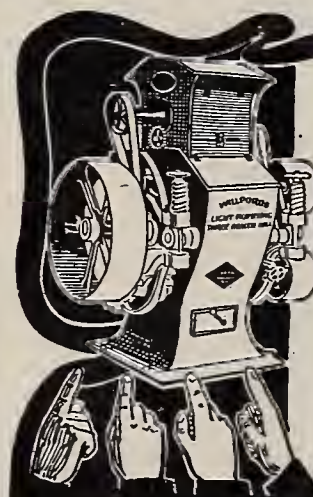
Send for Catalog No. 544SK.

Fairbanks, Morse & Co.

Chicago, Ill.
Cincinnati, Ohio
Cleveland, Ohio
Louisville, Ky.
Detroit, Mich.
St. Louis, Mo.

Kansas City, Mo.
Omaha, Neb.
Minneapolis, Minn.
St. Paul, Minn.
Salt Lake City, Utah
Spokane, Wash.
Indianapolis, Ind.

Denver, Colo.
Los Angeles, Cal.
San Francisco, Cal.
Bakersfield, Cal.
Santa Maria, Cal.
Portland, Oregon
Seattle, Wash.



4 GOOD POINTERS

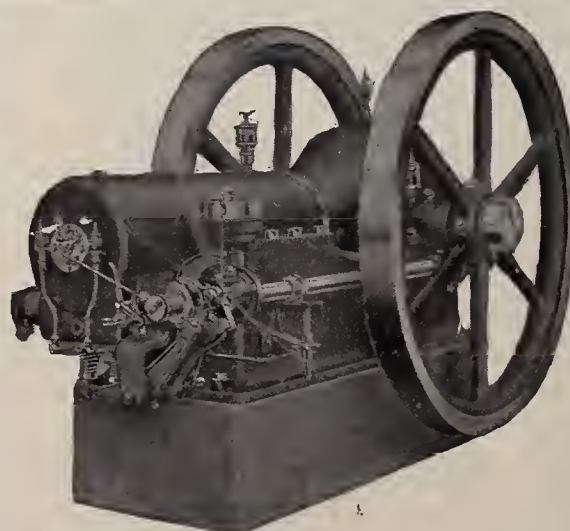
ON THE

Willford Three-Roller Feed Mill.

- (1) It is Easy to Handle.
- (2) It is Strong and Durable, but Simple.
- (3) It will Grind the Most Feed with the Least Power.
- (4) It can Always be Relied Upon.

Write for Circulars and Prices.

WILLFORD MANUFACTURING CO.,
303 3d St. South, - MINNEAPOLIS, MINN.



The Field Engine

Important Features

All Engines equipped with Automatic Starting device. Igniter points may be cleaned and speed of Engine changed without stopping and without handling any moving parts. All Valves and Igniter are mechanically operated. There are no water packing joints on the FIELD through which water can leak into the cylinder. All engines are constructed to carry a compression of 70 lbs. on gasoline, 100 lbs. on gas and 140 lbs. on alcohol, insuring the highest efficiency. We have eighteen distributing points in the United States. Catalog No. 60 gives other features of exceptional merit. Your postal will bring it.

THE FIELD-BRUNDAGE CO.,

Jackson, Michigan



HOLD ON!

Aren't you looking for real economical and dependable motive power to operate your mill or elevator? Then don't neglect to investigate the advantages of an

"OTTO"

SUCTION GAS PRODUCER AND ENGINE

No matter what your past experience may have been with gasoline engines if you'll send us your name and conditions under which they must work, we'll mail you catalogs and testimonial letters from some of your neighbors and competitors that will convince you that the "OTTO" will solve your troubles.

OTTO GAS ENGINE WORKS, Philadelphia, Pa.

Progressive Grain Men

Are interested in all phases of the grain business, the milling as well as the marketing of grain. They aim to keep in touch with the consuming trade and know what becomes of their grain in the markets of the world. Such men find the

AMERICAN MILLER

a big help because it fully covers the business of milling wheat and other cereals.

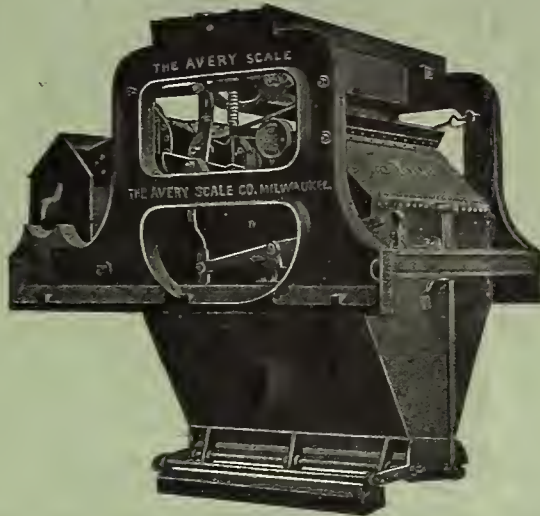
Published on the first of each month, it gives all the news of the milling world and prints a large amount of technical matter that is of interest to the elevator man as well as the miller.

We will send the American Elevator and Grain Trade and American Miller to one address for one year at the combination price of \$2.50. Send in your subscription now.

IT'S QUALITY AND SERVICE

that enables us to sell so many

AVERY SCALES



Write or wire direct to us, or to our nearest branch office.

AVERY SCALE CO.

NORTH MILWAUKEE,

Wisconsin

BRANCHES

New York
Chicago
Philadelphia
Montreal, Can.

Boston, Mass.
Portland, Ore.
Sioux City
Winnipeg

Indianapolis, Ind.
Kansas City, Mo.
Minneapolis, Minn.
San Francisco, Cal.

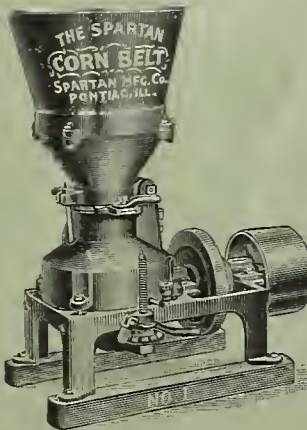
The BOOK of CORN

SHOULD BE ON THE DESK OF EVERY
ELEVATOR MAN WHO HANDLES CORN

It is the only work that covers the field from the growing to the final disposition of the cereal. An exhaustive treatise on corn growing, breeding, marketing, etc.

The book has been prepared by specialists, under the direction of Herbert Myrick, and covers all features of the corn business. It tells not only how corn should be treated by the farmer as producer in every step of the program of corn culture, but also how to market corn and what ultimately becomes of it—on the farm, as feed; or in the world's markets as the raw material of vast manufacturing industries. Price, \$1.50 per copy

For sale by **MITCHELL BROTHERS & CO.**
315 DEARBORN STREET, CHICAGO, ILLINOIS



"CORN BELT" FEED MILLS

We have Mills for all kinds of Power—BUT We want to talk the one Mill to you here illustrated. You of course know, that our Patents cover Knife and Shear reducing—giving lighter draft than any other mill. Do you know that this mill has perfect EAR CORN feed regulation as well as small grain? Do you know that all burrs are Lathe Centered, giving more even, better grinding than any other mill? Do you know that this mill now swings open—doing away with all lifting, and that the mill can be opened—burrs changed and closed, and ready for business in three minutes? This is THE MILL for Gasoline Engine Power! Twenty days to test it in, and if it is not satisfactory the mill is ours.

Write Today for our Special Proposition.

SPARTAN MANUFACTURING COMPANY
390 Main Street, PONTIAC, ILL.



For All Work, All Fuels.

Send for printed matter and state your needs.

Charter Gas Engine Co., 400 Locust St., Sterling, Ill.

A GOOD RECORD FOR A NEW VENTURE.

100 % more Kennedy Car Liners sold since June 1st, 1909, than during same period in 1908 and 1000 % more than in same period of 1907.

The record our best endorsement.

Order some today.

Made by

FRED. W. KENNEDY,

Shelbyville, Ind.

WELLER

The "Satisfaction-Giving" Line of Elevating, Conveying and Power Transmitting Machinery. Unusually successful in Elevators and Flour Mills.

Profits are based on factory costs. The lower the cost of production the greater the profits and greater the means of meeting competition. Handling materials in flour mills and grain elevators is alone a big item. The difference between the expensive method of hand labor and the economical "Weller Way" may represent the difference between profit and loss.

Send for our 512 page catalog—free on request.

WE MAKE CAST IRON LININGS FOR BIFURCATED CAR-LOADING SPOUTS

For Square Outlets

Try them.

They save *time, worry and money.*

Weller Mfg. Co.
CHICAGO

WEBSTER Machinery

FOR HANDLING GRAIN



We have furnished many of the Giant Plants of the Country with our Specialties. Long experience and wide reputation are back of every contract we undertake.

We Design, Manufacture and Install Elevating, Conveying and Power-Transmitting Machinery

WRITE US YOUR WANTS

WEBSTER M'F'G CO.

Main Office and Works: 2410-2432 West 15th St., Chicago

Branch Offices: New York, 88-90 Reade St.
Denver, 726 Symes Bldg., W. R. Elliott, Mgr.
Philadelphia, Pennsylvania Bldg.



Points regarding the

Day Dust Collector
to bear in mind.

It saves Power in operating your Cleaning Machine

One of many unsolicited credentials:

January 8th, 1909.
"Just got the Collector placed and it works like a charm. It's simply a dandy—can't be beat."
CAMBRIDGE MILLING CO.

Write Us

Please give inside measurements of Fan outlet (or if two fans measurement of each) on cleaning machine for which Collector is wanted in writing for prices.

THE DAY COMPANY 1118-26 Yale Place MINNEAPOLIS, MINN.



THE SONANDER Automatic Scales

for accurate weighing and safeguarding your interests.

We also handle: OSGOOD AUTOMATIC SCALES, "THE STANDARD" SCALES, FOOS GASOLINE ENGINES, Elevator, Mill Transmission and Conveying Machinery.

POWER EQUIPMENT CO.
210-213 Third Ave., N.
MINNEAPOLIS, MINNESOTA